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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

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Report by the Railway Board

ON

INDIAN RAILWAYS

FOR 134523

1942-43

Volume I

26/56/37

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Main statistics compared for five years

I.—*All Indian railways (Classes I, II and III).*

Items.		1938-39. (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.
Gross earnings	(crores) Rs.	107·15	111·50	126·36	144·69	167·88
Total Working expenses	(crores) Rs.	71·18	72·20	73·19	*80·33	86·53
Operating ratio	per cent.	66·44	64·75	57·92	55·51	51·54
Number of passenger originating	(millions)	530·62	529·67	575·72	*623·16	622·33
Passenger miles	(millions)	18,742·79	18,522·05	19,928·62	22,020·11	24,186·97
Earnings from carriage of passengers	(crores) Rs.	30·73	30·47	34·14	39·69	48·80
Average earnings per passenger mile	Pies	3·15	3·16	3·29	3·46	3·87
Freight tons originating	(millions)	88·36	92·18	92·78	97·00	95·25
Freight ton miles	(millions)	22,158·84	23,492·46	25,288·50	28,043·12	28,106·50
Earnings from carriage of goods	(crores) Rs.	68·57	72·56	81·48	89·63	97·21
Average earnings per freight ton mile	Pies	5·98	5·93	6·19	6·14	6·64
Total train miles	(millions)	197·04	198·84	200·90	*205·45	176·83
Gross earnings per train mile	Rs.	5·40	5·64	6·33	7·10	9·61
Working expenses per train mile	Rs.	3·58	3·65	3·66	3·93	4·94
Net earnings per train mile	Rs.	1·82	1·99	2·67	3·17	4·67
Net earnings per mean mile worked	Rs.	8,619	9,427	12,746	15,578	19,814

* Revised figures.

II.—*State-owned railway systems.*

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways).

Items.		1938-39. (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.
Gross earnings	(crores) Rs.	99·07	103·02	117·23	134·68	155·74
Total Working expenses	(crores) Rs.	66·38	67·22	68·13	75·12	80·57
Operating ratio	Per cent.	67·00	65·25	58·12	55·76	51·73
Number of passengers originating	(millions)	477·97	477·13	519·65	563·70	556·89
Passenger miles	(millions)	17,203·85	16,989·60	18,282·06	20,219·60	22,068·64
Earnings from carriage of passengers	(crores) Rs.	27·89	27·65	30·99	36·21	44·51
Average earnings per passenger mile	Pies	3·11	3·12	3·25	3·44	3·87
Freight tons originating	(millions)	80·56	84·15	85·26	88·64	86·01
Freight ton miles	(millions)	21,160·56	22,397·66	24,201·63	26,821·49	26,785·35
Earnings from carriage of goods	(crores) Rs.	63·95	67·55	76·26	84·01	90·64
Average earnings per freight ton mile	Pies	5·80	5·79	6·05	*6·01	6·50
Total train miles	(millions)	179·05	180·44	182·56	187·11	160·04
Gross earnings per train mile	Rs.	5·51	5·71	6·42	7·20	9·73
Working expenses per train mile	Rs.	3·69	3·73	3·73	4·02	5·03
Net earnings per train mile	Rs.	1·82	1·98	2·69	3·18	4·70
Net earnings per mean mile worked	Rs.	9,613	10,577	14,524	17,741	22,624

* Revised figures.

INTRODUCTORY NOTE

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i. e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$ th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$ th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47) of Volume II of this Report.

4. The Bengal and North Western and the Rohilkund and Kumaon railways were purchased and brought under State-management from 1-1-1943. From the same date the two were amalgamated and the combined system named as the Oudh and Tirhut Railway.

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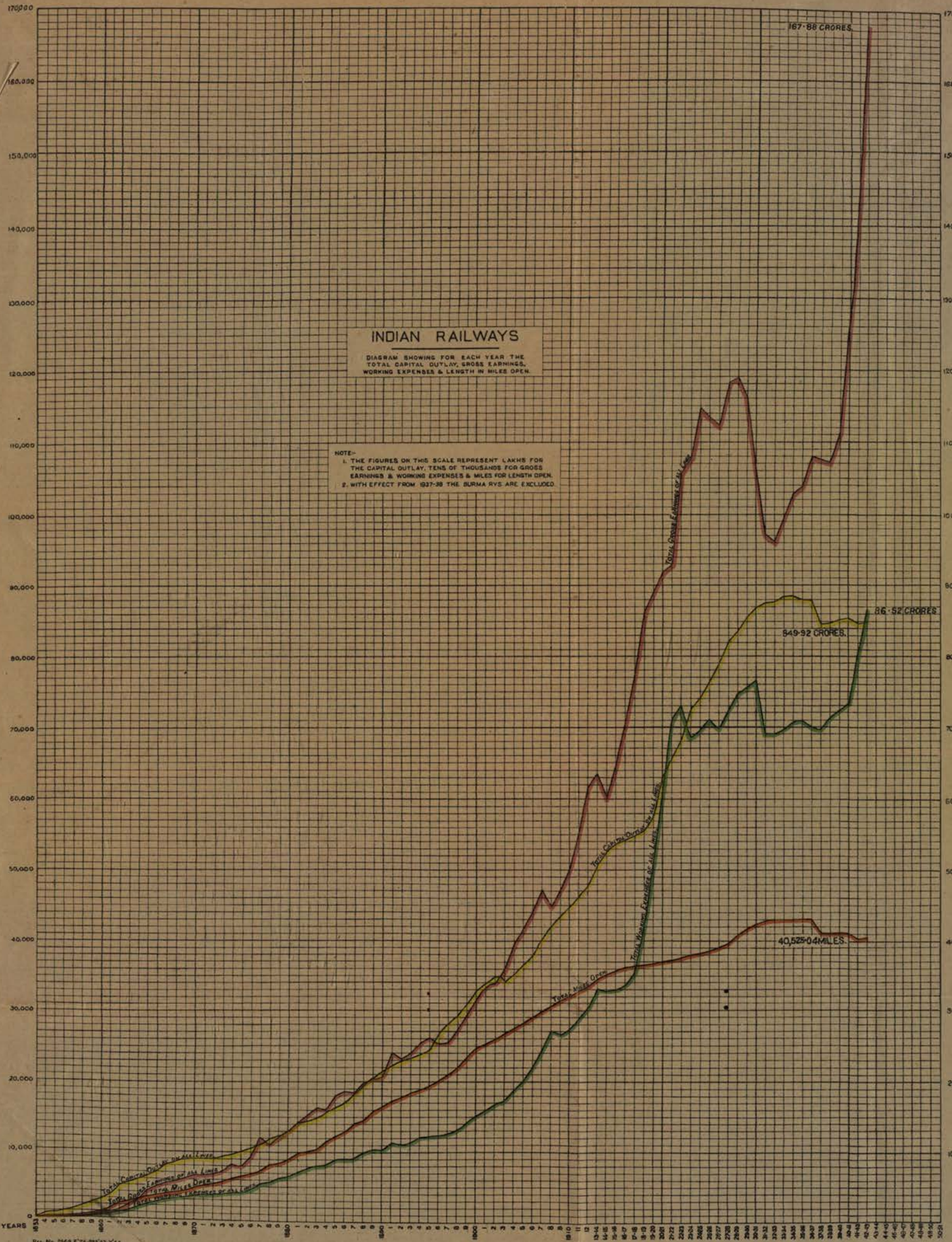
INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE–
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
2. WITH EFFECT FROM 1937-38 THE BURMA RYS. ARE EXCLUDED.



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CHAPTER I

GENERAL REVIEW

1. Monsoon conditions and agricultural results.—The monsoon of 1942, arrived rather late but was, on the whole, one of the best and steadiest in recent years. There was abundant and well-distributed rain over most of the country during the monsoon period, the only portion which had any appreciable defect of rainfall being the Madras Presidency outside Malabar. The retreating period of the South-West Monsoon (October to December), was, however, marked by three cyclonic storms, causing floods, damage to crops and considerable destruction of life and property in the Midnapore and the 24-Parganas districts of Bengal and Balasore, Puri and Ganjam districts of Orissa. Taking the year as a whole, the rainfall was within 20 per cent. of the normal except in western parts of Central Provinces, Berar, Gujarat, western United Provinces, the Punjab, Kashmir, the North West Frontier Province, portions of Rajputana and western parts of Central India, where it was in excess of normal and in the Madras, Deccan and Southern parts of Hyderabad where it was in slight defect.

From the agricultural aspect, the season may be regarded as fairly good. The variations in the main crops are as indicated below :—

Increases—

Jute about 66 per cent. more than the preceding season's crop due to increase of 54 per cent. in acreage as compared with the preceding year.

Castor seed 62 per cent. greater than the preceding season's crop.

Sugarcane 30 per cent.
Groundnut 4 per cent.
Sesamum 12 per cent.
Wheat (1941-42 crop)
} better than in 1941-42.

Rape and Mustard (1941-42 crop) } about 1 per cent. above the yield of 1940-41.

Decreases—

Rice 3 per cent. less than in 1941-42.

Cotton 26 per cent. less than in 1941-42.

Linseed (1941-42 crop) 17 per cent. less than in the preceding season.

2. Receipts.—With the continued stimulus provided by war conditions, railway earnings for the year 1942-43 soared still higher and established a new record. The gross traffic receipts of State-owned railways including worked lines amounted to Rs. 155·48 crores, as compared with Rs. 135·17 crores in the previous year, an increase of Rs. 20·31 crores. After meeting all charges including depreciation and interest on capital-at-charge, the year's working resulted in a gain of Rs. 45·07 crores. Out of this surplus Rs. 20·13 crores were placed to the credit of the general revenues of the Central Government ; Rs. 16·08 crores were credited to the depreciation reserve fund in full payment of the loan previously taken and the residue *viz.*, Rs. 8·86 crores was transferred to the Railway Reserve Fund.

On a comparison of the results of all Indian Railways with 1941-42, the number of passengers and tonnage carried showed a slight falling off. However, the total volume of traffic handled as indicated by the passenger miles and net ton miles, was greater due to traffic travelling over longer distances. The total earnings under both ' passenger ' and ' goods ' were substantially greater still, due chiefly to increased military traffic, the change in the composition of goods traffic involving a shift of the centre of gravity towards higher rated traffic, withdrawal of reduced and concessional rates and fares and increases in the bases of fares on the North Western and East Indian Railways. These large increases have occurred in spite of the reduced passenger services, the publicity campaign against unnecessary travel and a deliberate curtailment of non-essential goods traffic. The actual figures of the units referred to above, compare with the previous year as follows :—

Items.		1941-42.	1942-43.	Percentage variation.
Number of passengers carried (millions)		*623·2	622·3	—0·13
Passenger miles (millions)		*22,020	24,186	+9·84
Earnings from passengers (crores)	Rs.	39·69	48·80	+22·95
Average rate charged per passenger per mile	Pies	3·46	3·87	+11·85
Average miles a passenger was carried	Miles	35·3	38·9	+10·20
Freight tons carried (millions)		97·0	95·3	—1·75
Net ton miles (millions)		*28,043	28,107	+ 0·23
Earnings from goods carried (crores)	Rs.	89·63	97·21	+ 8·45
Average rate charged per ton per mile	Pies	6·14	6·64	+ 8·14
Average miles a ton of goods was carried	Miles	289·1	295·1	+ 2·08

*Revised figures.

3. Railways and the Legislature.—Out of a total number of 955 questions asked in both the Houses during the year, 215 or 23 per cent. were answered by the Railway Department.

In addition to these questions a bill to amend the Indian Railways Act regarding the liability of Railway Administrations in respect of accidents to trains carrying passengers was passed. Two resolutions on the subject of grievances of officials and Secretariat Assistants employed on Railways

and revision of the Convention in respect of the contribution from Railway to General Revenues were also discussed, the former was negatived and the latter adopted. A copy of the resolution adopted appears as Appendix A to this report.

4. Railway Budget.—The Railway Budget for 1943-44 after the usual scrutiny by the Standing Finance Committee for Railways was presented to both the Houses of Legislature on the 15th February 1943. The general discussion thereon took place in the Legislative Assembly on the 19th and in the Council of State on the 22nd February. The voting on demands for grants occupied two days, namely, the 23rd and 24th February.

During the general discussion on the budget, a large number of subjects came under review, the more important of them being the grievances of railway employees, policy regarding the grant of extensions of service after superannuation, Indianisation of superior services, dearness allowance to staff, rates and fares, curtailment in passenger services, supply of wagons to collieries, arrangement for the transport of foodstuffs, railways' share of the cost of Defence of India Units, recoveries made for rolling stock and permanent-way material sent overseas, replacement of dismantled lines, contribution to the Depreciation Reserve Fund, apportionment of railway surplus and the question of development of locomotive and other railway industries in India.

Of the ten motions for token cuts in the demands for grants, one was adopted, one was not put to vote, four were withdrawn and four negatived. The motions which occupied most of the time of the House related to post-war reconstruction and the recognition of railway Muslim employees unions and associations. Of these the first was withdrawn and the second negatived. Three motions, which were withdrawn, were in respect of conditions of service of railwaymen, provisions for appeals from railway employees and allotment of wagons for transport of rice to deficit areas of the Madras Presidency. The other three motions, which were negatived related to reduction in rates and fares, extensions of service sanctioned to employees and the need for fixing quotas for Muslims and other minorities in the selection grades in railway services. The motion which was adopted related to the policy of allotment and distribution of wagons and the one which was not put to vote was in respect of curtailment of passenger trains.

5. Standing Finance Committee for Railways.—The Committee met eight times during the year. They scrutinized the proposals for the Capital and Revenue expenditure to be incurred during 1943-44 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. They also examined and approved proposals for the creation of new posts and for upgrading some posts on certain Railways. They also discussed at great length the proposals for the abolition of lower gazetted service on State-managed Railways. The proposals for the purchase of the Guzerat Railways and for the restoration of the power to the General Manager, East Indian Railway to sanction works up to a limit of Rs. 1 lakh in each case, were also considered and approved by the Committee. They also approved of the advance allotment for general purposes stores sanctioned in two cases by the Railway Board in excess of the limit generally agreed to by the Committee.

6. Acquisitions of Company Railways by State.

6.1. Purchase of the Mirpurkhas Khadro Railway.—The purchase of this railway, mention of which was made in the last year's report was effected on the 31st December 1942 and the line amalgamated with the Jodhpur-Hyderabad Railway (British Section).

6.2. Purchase of the Bengal and North Western and Rohilkund and Kumaon Railways.—According to the Government's decision mentioned in the last year's report, these railways were purchased and brought under State-management with effect from the 1st January 1943. On that date, both the railways were amalgamated, the combined system being known as the Oudh and Tirhut Railway. Practically the whole staff was taken over by the State.

6.3. Purchase of the Guzerat Railways.—The Guzerat Railways, which are comprised of three narrow gauge lines, *viz.*, (*i*) Champaner-Shivrajpur Pani Light Railway (30-2/3 miles), (*ii*) Godhra-Lunavada Railway (25½ miles) and (*iii*) Nadiad Kapadvanj Railway (29 miles), are owned by the Guzerat Railways Company Ltd. These railways which are worked by the Bombay, Baroda and Central India Railway for actual cost plus certain other charges for supervision and audit etc., are rebate-aided. The Government have the option to purchase them on the 31st March 1944. As the purchase is financially justified, the Government have exercised the option and given the required notice to the Company. On purchase the lines will continue to be worked by the Bombay, Baroda and Central India Railway Administration.

6.4. Purchase of the Dhond Baramati Railway.—This railway, a narrow gauge line, 27½ miles in length, is owned by the Dhond Baramati Railway Company Ltd. It is worked by the Great Indian Peninsula Railway for 45% of gross earnings, and is rebate-aided. The Government have the option to purchase the line, on the 30th September 1944. As the purchase is financially justified, Government have exercised the option and given the required notice to the Company. On purchase the line will continue to be worked by the Great Indian Peninsula Railway.

7. Central Advisory Council for Railways.—Two meetings of the Central Advisory Council for Railways were held during the year. The following subjects were discussed :—

(*i*) Nomination of members of the Central Advisory Council for Railways to the Local Railway Advisory Committees,

(*ii*) Discontinuance of printed quarterly Summaries of the proceedings of Local Railway Advisory Committee meetings, and

(*iii*) Dismantlement of branch lines for war purposes.

8. Local Railway Advisory Committees.—Although owing to altered conditions on account of the war railway officials were very hard pressed for time, the discussions with the Local Advisory Committees continued during the year under review. Sixty-eight meetings were held during the year as compared with seventy-seven during the last year. Special sub-committees on certain railways also met from time to time to examine time-table proposals.

Among the important subjects of general interest discussed at these meetings, the following may be mentioned :—

(*i*) Improvement in train services and train timings ;

(*ii*) Catering contracts—Periodical revision of rates and inspection by railway doctors of foodstuffs offered for sale to the travelling public ;

(*iii*) Passengers travelling without tickets ;

(*iv*) Shortage of wagons ;

(*v*) Arrangements for the supply of drinking water during the hot weather ; and

(*vi*) Overcrowding.

9. Railway Rates Advisory Committee.—Khwaja Sir Mohamed Noor continued as President and Diwan Bahadur P. C. Bose as Railway Member and Secretary of the Committee.

10. Railways and the War.—With the advent of the Japanese on the North-East Frontier of India, the role played by railways in the war effort changed. From a Department which had previously been in a position to assist other Departments with men, munitions, supplies, etc., the Railway Department became one which required to concentrate all its resources on the provision of transportation for operational needs. A certain number of officers had to be recalled from military service and from service in other Departments of the Government of India, and wherever it was found that munitions work in any way affected the normal functions of repair and maintenance of railways, the munitions work was discontinued. It was arranged to withdraw from the Supply Department one of the railway workshops which had previously been placed at its disposal for munitions production. Despite this there still remained surplus capacity in railway workshops and at the end of the year over 20,000 railway employees were engaged solely on munitions production. A scheme for militarisation of certain railways in the East and South of India was put into force and a large number of railwaymen appeared in *khaki*. The Railway Priorities Organisation under the War Transport Department expanded, and with the appointment of Regional Controllers of Railway Priorities at Calcutta, Bombay, Madras and Lahore, the civil traffic on railways was controlled to an increasing extent in the interest of the war effort. In August the leaders of the Indian National Congress were placed under arrest and within a few days of the arrest, railways formed one of the main objects of attack in the disturbances that followed. India had its first air raids during the year, but no serious damage was done to railways. The railways had also to cope with considerable evacuation of the civil population in certain areas, particularly the Calcutta area, as a result of these raids.

11. Railways and the Civil Disobedience Movement.—Instances of sabotage on railways commenced on the 11th August and were of the same nature on every railway. Station buildings were burnt, telephone and telegraph lines were cut, block instruments and signalling apparatus were destroyed or damaged, and track was tampered with. All railways were affected, but the maximum destruction was done on the East Indian and the Bengal & North Western Railways. Considerable damage was done on the Bengal & Assam and on the Madras & Southern Mahratta Railways. In some cases passenger trains were set on fire, goods wagons were looted and a number of derailments took place. On the Bengal & North Western Railway in Bihar, practically every station was damaged. Between the 11th of August and the 30th of September 276 stations were attacked and damaged and there had been 45 derailments. By the end of the year, these figures stood at 328 and 63 respectively. Damage to railway property amounted to over half a crore of rupees. This excludes the cost of goods damaged or looted in transit. Although the majority of derailments did not cause loss of life, there were four serious accidents—the derailment of the Down Peshawar Express near Chalisgaon (G. I. P. Railway) in October resulting in the death of 12 passengers and injuries to 30 ; in November the derailment of 5 Up Surma Mail near Akhaura (B. & A. Railway) resulting in 9 passengers being killed and 40 injured, and the derailment of a troop special near Gauhati (B. & A. Railway) when 6 were killed and 42 injured and in January the derailment of a passenger train near Tinsukia (B. & A. Railway) resulting in 8 deaths and injuries to 23 passengers. Traffic was seriously affected throughout India. On certain sections daylight running only was possible for a considerable period after the start of the disturbances. On the Broad Gauge the daily loading of wagons dropped from 11,600 a day to 9,700 and it was not until the 30th of September that wagon loading again reached the figure of 11,600. Coal traffic was affected and this necessitated a reduction in passenger train services all over India. Essential foodstuffs were given the highest degree of priority of movement and there was no serious breakdown in supplies of essential commodities other than sugar. The damage on the Bengal & North. Western Railway caused a considerable curtailment of sugar traffic resulting in shortages in other parts of India. Instances of sabotage continued up to the end of the year but greatly decreased in the later months and by March only isolated cases of wire cutting and tampering with track were reported. Railway staff remained at their posts loyally throughout the disturbances despite conditions of great difficulty, and often danger. One George Medal and 32 " Commendations " for brave conduct in the face of danger were awarded to railwaymen.

12. Air Raid Precautions on Railways.—To enable the Air Raid Precautions Services of Railways to be organised on a satisfactory basis, the Railway Air Raid Precautions Services Ordinance

was promulgated by the Central Government. A specification of lighting restrictions on Railways was also issued. Air Raid precautions measures on railways, particularly in the areas most threatened, are in a state of preparedness. During actual air raids, the Air Raid Precautions Services have functioned satisfactorily. Structural protection of most of the important railway installations in these areas has been completed. Instructional staff has been trained at the special Civil Defence Schools, and all other personnel given necessary training and equipment.

18. Creation of new posts and their functions.—The progress of war brought in its train manifold problems for the railways. To solve these and to cope with the exigencies of the changed conditions a number of new posts were created. A brief mention of these along with their functions is given below :—

13.1. Controller of Railway Priorities.—In order to cope with the heavy and often conflicting demands for transport, the Railway Priorities Branch of the War Transport Department was formed in March 1942, and has since been extended. At the end of the year under review there was a Chief Controller of Railways Priorities at New Delhi and Regional Controllers of Priorities at Calcutta (2), Bombay, Mardas and Lahore. The working of the Railways Priorities Organisation is referred to in detail in paragraph 36, Chapter IV.

13.2. Transport Advisory Officer and Controller of Coal Distribution.—To meet the increasing difficulties experienced in finding transport for the supply of coal it was found necessary to set up an organisation to plan and regulate the distribution of coal in a manner calculated to serve the best interests of the country as a whole. With this end in view the Government of India appointed the Transport Advisory Officer to be the 'Controller of ' Coal Distribution with powers to—

(*i*) determine the order of priority in which coal quotas for the various purposes including shipment coal, naval coal, locomotive coal for Railways, coal for Government requirements and requirements of public utility concerns, were to be moved, and

(*ii*) control the allotment of wagons for coal transport.

Consumers who wanted special priority for any reason had to approach the Controller of Coal Distribution, who, if the demands were acceptable, programmed the supplies and provided the necessary transport. This system of rationalised distribution of fuel enabled supplies to the essential services being maintained and also helped to minimise local shortages.

The Controller of Coal Distribution was responsible to the Department of War Transport for the actual distribution of coal and to the Railway Board for the transport and supply of wagons.

13.3. Officer on Special Duty (A. R. P.) Railway Board.—In order to ensure that Railways take adequate A. R. P. measures and in order to initiate necessary A. R. P. measures where such measures had not already been taken, a post of an Officer on Special Duty was created in the Railway Board's Office in June 1941. The following duties were assigned to that Officer :—

(*a*) To advise railways regarding the preparation of, and if necessary to initiate, schemes for A. R. P. work on railways under the following heads :—

(1) Maintenance of communications,

(2) Structural protection of vital buildings, *e.g.*, Control offices, Signal cabins, etc.,

(3) Protection of vital plant in railway workshops, power houses, etc.,

(4) Protection of staff,

(5) Lighting restrictions,

(6) Fire fighting, and

(7) Rescue and first-aid work ;

(*b*) To examine and keep in touch with A. R. P. schemes submitted and those being carried out on railways, suggesting modifications, if necessary ;

(*c*) To prepare general specifications for A. R. P. work on railways ;

(*d*) To co-ordinate the requirements of railways for all items of A. R. P. equipment ;

(*e*) To advise railways regarding the training of A. R. P. staff ;

(*f*) To act as liaison officer for A. R. P. matters between the Railway Department and other Departments of the Govermnent of India ;

(*g*) To attend the weekly meetings of the A. R. P. Board ; and

(*h*) To examine estimates of expenditure on A. R. P. schemes submitted by Railways.

13.4. Tank Wagon Controllers, Bombay and Calcutta.—Due to the loss of Burma Oilfields, the denial of tankers to East Coast ports and the heavy demands for petroleum products throughout India, a very considerable strain was thrown on the tank wagon fleet. In order to make the best possible use of the tank wagons available it was essential that their turn-round should be reduced to the minimum and their movements most carefully watched. Accordingly in July 1942 a Tank Wagon Controller was appointed under the Railway Board with headquarters at Bombay, with the task of controlling, to the best advantage, the usage of the tank-wagon fleet. Developments, however, soon showed that it was not possible for the Tank Wagon Controller, Bombay, to exercise a sufficiently close control over the movement of tank-wagons in the Bengal and Assam Area and consequently an additional Tank Wagon Controller was appointed with headquarters at Calcutta with effect from December, 1942.

13.5. Additional Deputy Director, Mechanical.—From June 1942, an additional post of Deputy Director was created in the Railway Board's Office to co-ordinate and develop Railway Workshops' capacities for manufacture of bolts, nuts and rivets.

13.6. Chief Government Inspector of Railways.—A revision of the system under which the inspection of railways on the part of Government and enquiries into accidents were carried out by railway officers who were liable to revert to the railways from which they were drawn and were administratively subordinate to the Railway Board was contemplated in Section 181 (3) of the Government of India Act 1935. This was also advocated by the Pacific Locomotive Committee and in the Central Legislature.

Accordingly, with the sanction of the Secretary of State, a separate Railway Inspectorate, under a Chief Inspector responsible to the Government of India in the Communications Department (later Posts and Air Department), was established in May 1941. The Inspectorate is now separate and independent of the Railway Board and of any Railway Administration. The Chief Government Inspector controls the organisation and functions as the Principal Technical Adviser to Government in matters with which the Inspectorate is concerned. There are five circles of Inspection, two at Calcutta and one each at Bangalore, Lahore and Bombay. Each is in charge of a Government Inspector of Railways.

CHAPTER II

FINANCIAL RESULTS

A—Financial Results of State Railways (including worked lines).

14. Financial results of working.—The gross receipts of railways were Rs. 155·48 crores in 1942-43 against Rs. 135·17 crores in 1941-42, an increase of Rs. 20·31 crores. The increase was both under goods and coaching.

The ordinary working expenses amounted to Rs. 68·98 crores against Rs. 63·54 crores in the previous year, or Rs. 5·44 crores more. The amount set apart from revenue for depreciation was Rs. 12·58 crores against Rs. 12·68 crores in 1941-42 or Rs. 10 lakhs less. The operating ratio, that is, the ratio of working expenses (ncluding appropriat on to the deprec ation reserve fund) to gross earnings was 51·59 per cent. against 55·65 per cent. in the previous year.

Miscellaneous transactions during 1942-43 resulted in a net receipt of Rs. 1·89 crores against Rs. ·90 crores in 1941-42. Payments to worked lines as their share of earnings amounted to Rs. 2·70 crores against Rs. 3·33 crores in the previous year, or Rs. 63 lakhs less.

The net revenue was Rs. 73·11 crores against Rs. 56·52 crores in 1941-42 or Rs. 16·59 crores more.

Due to fall in the rate of interest from 4·34 per cent. to 4·09 per cent., the interest charges in 1942-43 fell to Rs. 28.04 crores from Rs. 28·44 crores in 1941-42.

Against the surplus of Rs. 28·08 crores in 1941-42 the surplus in 1942-43 was Rs. 45·07 crores. Out of this the amount of the outstanding loan taken from the Depreciation Reserve Fund, viz., Rs. 16·08 crores, and the arrears of the contribution to General Revenues, viz., Rs. 12·63 crores, were repaid during the year. Besides these the General Revenues were paid the usual contribution of the year, viz., Rs. 5·14 crores, as well as an extra-conventional amount of Rs. 2·36 crores, as approved by the Assembly in their Convention Resolution of 1943 (Appendix " A " of this Report). Thus out of the surplus of Rs. 45·07 crores the total payment to General Revenues amounted to Rs. 20·13 crores. The residue of the surplus, viz., Rs. 8·86 crores was transferred to the Railway Reserve Fund.

The appropriation to the depreciation reserve fund was Rs. 12·81 crores and the amount withdrawn for renewals was Rs. 4·96 crores resulting in a net accretion of Rs. 7·85 crores to the fund. This included Rs. 23 lakhs transferred from the deposits head, " Special Renewal Suspense Account " of the late Bengal and North Western and the Rohilkund and Kumaon Railway Companies on their purchase by Government on 1st January 1943. Adding Rs. 22·38 crores paid in discharge of the loans from the fund, partly from the surplus during the year (Rs. 16·08 crores) and partly from the railway reserve fund (Rs. 6·30 crores), the balance at the credit of the fund at the end of the year was Rs. 82·08 crores.

The total works expenditure during the year under review amounted to Rs. 23·36 crores, of which Rs. 18·40 crores were under capital and Rs. 4·96 crores from the depreciation reserve fund. Of the capital expenditure Rs. 18·56 crores related to open lines and *minus* Rs. 16 lakhs to new constructions. The *minus* figure under ' New Construction ' was due to write-back adjustments between ' Open lines' (Gr. 12-D. R. F.) and ' New Constructions ' on account of abandonment of a section of the Sind Right Bank Feeders Railway. These figures do not take into account Rs. 6 crores on account of discharge of debentures of Bengal Nagpur, South Indian and Rohilkund and Kumaon Railways.

The unliquidated liabilities of railways which, at the end of last year, stood at Rs. 22·38 crores on account of loans from the depreciation fund and Rs. 12·63 crores on account of unpaid contributions to general revenues, were fully paid off during the year.

15. Net traffic receipts, interest charges and surplus.—The statement below compares the surplus and the percentages of net traffic receipts and interest charges to the capital-at-charge for the five years ending with 1942-43.

(In lakhs of rupees)

Year.	Net traffic receipts.	Percentage of net traffic receipts to capital-at-charge.	Interest charges.	Percentage of interest charges to capital-at-charge.	Surplus.
1938-39	30,44	4·0	29,30	3·0	1,37
1939-40	32,80	4·3	29,11	3·8	4,33
1940-41	46,29	6·1	28,68	3·8	18,46
1941-42	55,62	7·4	28,44	3·8	28,08
1942-43	71,22	9·1	28,04	3·6	45,07

16. Traffic Receipts.—During the year under review, there was an increase over last year under all the heads of traffic receipts as shown below :—

	(Crores of rupees.) 1941-42.	1942-43.
Passenger earnings	36·36	44·68
Other coaching earnings	10·78	15·84
Goods earnings	84·76	91·86
Sundry earnings	3·44	4·08
Suspense	—·17	—·98
Total ..	135·17	155·48
Less—		
Earnings of worked lines	5·99	5·28
Net traffic receipts of State-owned lines ..	129·18	150·20

The total increase including the earnings of worked lines was Rs. 20·31 crores, Rs. 8·32 crores under passenger traffic, Rs. 5·06 crores under other coaching traffic, Rs. 7·10 crores under goods traffic and Rs. 64 lakhs under miscellaneous. The net increase in the traffic receipts of State-owned lines was Rs. 21·02 crores.

The increase under passenger earnings was under all classes. The figures for Class I Railways are given below :—

	(In lakhs of rupees.) 1941-42.	1942-43.
First class	1,21	2,17
Second class	2,16	3,59
Intermediate class	1,90	2,64
Third class	32,91	38,52
Total ..	38,18	46,92

The details of traffic earnings of individual railways are given in statements No. 3 and 6, pages 40-41 and 48-50 of Volume II of this report.

17. Working expenses.—The working expenses of each railway are detailed in statements No. 3 and 7, pages 40-41 and 51-61 of Volume II of this report.

18. Losses and gains.—The statement below compares the net gain or loss on each railway with the previous year. For the purpose of calculating the gain or loss, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which is taken into account in the Companies' own accounts.

(In lakhs of rupees.)

Year.	B. & A.	B. B. & C. I.	E. I.	G. I. P.	N. W. (Commercial.)	N. W. (Strategic).	O. & T. R. & K.	O. & T. B. & N. W.	B. N.	M. & S. M.	S. I.
1941-42 ..	—62	4,47	5,59	6,45	4,85	—1,33	17	49	2,42	2,07	1,28
1942-43 ..	—98	6,92	8,76	11,21	3,92	—1,62	17	48	2,65	3,66	2,06

Note—minus figures indicate losses.

19. Effect of War on Earnings and Working Expenses.—The movement of military personnel and stores continued on a larger scale than in the preceding year. There was diversion of traffic from sea owing to shortage of coastal shipping and from road owing to petrol rationing and shortage of motor accessories while the internal movement of indigenous products increased in consequence of greater civil and military requirements and the fillip they gave to Indian industries. All these had the effect of increasing railway earnings, which also got a substantial accretion through the cancellation of concession fares, and the movement of public from certain coastal towns during periods of emergency and their return thereto when the conditions became more normal. There was, however, less traffic owing to the restrictions imposed by Government on the movement of certain commodities and on the import of others. The net result, however, was a substantial increase in earnings which were about 1,55½ crores against 1,35 crores in 1941-42.

The working expenses also increased from 63½ crores in 1941-42 to 69 crores in the year under review. The increase was mainly due to the enhancement in the scope and the rates of dearness allowance, militarisation of railway personnel on certain railways, increased repairs, rise in the prices of materials and war emergency measures including air raid precautions.

20. Analysis of Financial results of working.—An analysis of the financial results of the working of the railways owned by the State is given in the following statement for 1941-42 and 1942-43 :—

(Figures in thousands of rupees.)

Railways.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payments to worked lines.	Net Receipts.	Percentage of Net Receipts on capital at charge.	Charge against Net Revenue Receipts.		Gain.	Loss.
									Payments on account of share of Surplus Profits.	Interest charges.		
State Lines Managed by State.												
B. & A.—												
1941-42	78,07,57	..	78,07,57	9,92,73	7,44,63	15,88	2,32,22	5·3	1,43	2,93,43	..	62,64
1942-43	78,89,84	..	78,89,84	11,35,38	9,32,11	15,64	1,87,63	2·4	31	2,85,39	..	98,07
B. B. & C. I.—												
1941-42	74,03,09	85,00	73,18,09	16,31,69	8,30,30	37,98	7,63,41	10·3	(a) 46,02	2,70,60	4,46,79	..
1942-43	75,12,50	1,27,97	73,84,53	18,27,32	8,86,16	30,35	9,70,71	13·9	(a) 16,46	2,61,89	6,92,36	..
E. I.—												
1941-42	1,48,51,91	..	1,48,51,91	27,13,39	15,79,80	..	11,33,59	7·6	..	5,74,69	5,58,90	..
1942-43	1,49,59,24	..	1,49,59,24	29,39,89	15,01,12	..	14,38,77	9·6	..	5,62,63	8,76,14	..
G. I. P.—												
1941-42	1,12,63,30	..	1,12,63,30	22,02,09	11,18,90	43,91	10,39,28	9·2	..	3,94,01	6,45,27	..
1942-43	1,12,86,24	..	1,12,86,24	27,58,35	12,05,69	43,88	15,08,78	13·4	..	3,87,68	11,21,10	..
N. W*.—												
1941-42	1,46,69,44	..	1,46,69,44	22,92,70	13,56,71	30,34	9,05,65	6·2	..	5,53,81	3,51,84	..
1942-43	1,46,77,87	..	1,46,77,87	27,61,22	14,57,73	36,74	12,66,76	8·6	..	5,37,26	7,29,50	..
O. & T.— B. & N. W.												
1941-42	10,46,72	..	10,46,72	4,35,67	1,88,91	1,55,42	91,34	8·7	2,36	39,56	49,42	..
1942-43	22,72,65	..	22,72,65	4,24,05	2,05,45	1,00,00	1,18,60	5·2	2,78	67,49	48,33	..
R. & K.												
1941-42	2,68,96	..	2,68,96	97,32	42,65	25,12	29,55	11·0	2,49	9,69	17,37	..
1942-43	4,92,66	..	4,92,66	98,59	46,75	18,41	33,43	6·8	1,39	15,55	16,49	..
State Lines Managed by Companies, etc.												
B. N.—												
1941-42	78,96,48	6,82,29	72,14,19	13,50,09	7,81,56	1,02	5,67,51	7·2	13,34	3,12,14	2,42,03	..
1942-43	79,03,26	4,05,02	74,98,24	14,37,93	8,98,20	1,16	5,38,57	7·4	21,62	3,02,42	2,64,53	..
M. & S. M.—												
1941-42	53,09,54	6,59,33	46,50,21	9,83,86	5,30,65	13,02	4,40,19	8·3	14,07	2,18,78	2,07,34	..
1942-43	53,25,70	6,59,33	46,66,37	11,88,72	5,78,43	15,09	5,95,20	11·2	16,93	2,12,13	3,66,14	..
S. I.—												
1941-42	45,82,07	5,64,76	40,17,31	7,26,56	4,06,21	13,68	3,04,67	6·7	12,17	1,63,90	1,27,60	..
1942-43	45,47,92	2,50,73	42,97,19	8,64,13	4,51,83	23,57	3,88,74	8·5	24,70	1,57,93	2,06,11	..
Other Railways—												
1941-42	3,73,52	2,45,84	1,27,68	91,47	39,61	1,55	50,31	13·5	..	13,73	36,58	..
1942-43	3,84,08	—14,57	3,98,65	62,95	41,78	1,11	19,16	5·0	..	13,18	5,98	..
Interest on Dep: and Reserve Fund Balances—												
1941-42	..	..	..	2,14,19	..	..	2,14,19	..	..	..	2,14,19	..
1942-43	..	..	..	3,02,86	..	..	3,02,86	..	..	..	3,02,86	..
Net Misc. Receipts and Charges not attributable to any one railway—												
1941-42	..	..	..	..	..	..	..	..	..	..	..	26,75
1942-43	..	..	..	..	..	..	..	..	..	..	..	26,79
Total Central												
1941-42	7,54,72,60	22,37,22	7,32,35,38	1,37,31,76	76,21,93	3,37,92	57,71,91	7·6	92,88	28,44,34	28,07,94	..
1942-43	7,72,51,96	14,28,48	7,58,23,48	1,58,50,40	81,55,24	2,75,95	74,19,21	9·6	84,14	28,03,55	45,06,73	..
Provincial Railways—												
1941-42	..	..	..	(b) 1	..	..	1	..	..	..	1	..
1942-43	..	..	..	(b) 1,43	..	..	1,43	..	..	..	1,43	..
*N. W. (Comml.)—												
1941-42	1,12,95,62	..	1,12,95,62	20,86,95	11,44,05	30,34	9,12,56	8·1	..	4,27,54	4,85,02	..
1942-43	1,13,09,20	..	1,13,09,20	25,50,86	12,07,78	36,74	13,06,34	11·5	..	4,14,61	8,91,73	..
N. W.— Non-Comml.(Strategic)												
1941-42	33,73,82	..	33,73,82	2,05,75	2,12,66	..	—6,91	—0·2	..	1,26,27	..	1,33,18
1942-43	33,68,67	..	33,68,67	2,10,37	2,49,95	..	—39,58	—1·1	..	1,22,65	..	1,62,23

	1941-42	1942-43
(a) Includes payments to Jaipur Durbar . . .	12,93	16,46

(b) Represents figures on account of Subsidized Companies.

B—General results of working of all Indian Railways.

21. Analysis of earnings.—The total earnings of all railways, including those in which the Government of India have no financial interest, amounted to Rs. 167·88 crores of which Rs. 97·21 crores or 57·9 per cent. were from goods traffic, Rs. 48·80 crores or 29·1 per cent. from passenger traffic and Rs. 21·87 crores or 13 per cent. from parcels, luggage and other miscellaneuos sources of revenue.

21.1. Passenger earnings.—In comparison with 1941-42 passenger earnings on all Indian Railways increased by Rs. 9·11 crores to Rs. 48·80 crores, an increase of 23 per cent; the number of passengers carried, however, declined by about a million—a decrease of only 0·13 per cent.—but each passenger was carried about 39 miles on an average as against only 35 miles in the previous year with the result that passenger miles increased by 2,166 millions—an increase of about 10 per cent. Some of the striking variations in passenger traffic on individual railways are indicated below :—

(Figures in lakhs.)

Railway system	Variations as compared with 1941-42.	
	Passengers carried.	Earnings.
	No.	Rs.
North Western	+10,1	+2,43
Great Indian Peninsula	+5,6	+1,04
East Indian	—2,8	+1,58

Detailed figures of the number of passengers carried, passenger miles and earnings therefrom are given in Summary X, Statements No. 12 and 36, pages 12-13, 92-99 and 227-233 respectively of volume II of this report.

21.2. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 7,57 lakhs or 8·45 per cent. as compared with 1941-42. The tonnage of goods carried, however, decreased by about 2 millions tons or about 2 per cent. but each ton was carried an average of approximately 295 miles instead of only 289 miles last year with the result that the net ton miles registered a slight increase of 63 millions or 0·23 per cent. over last year.

The increased earnings were mainly derived from military traffic, salt, petrol, jute manufactured, jawar, bajra and kerosine oil (in tins) while decreases were substantial under coal, wheat, cement, jute raw, iron and steel wrought, metallic ores, sugar, cotton raw pressed and kerosine oil in bulk.

The heaviest increase in goods traffic was registered on the North Western Railway where the tonnage carried increased by 1·5 millions—an increase of over 9·5 per cent., ton miles by 442·7 millions (12·5%) and earnings from goods carried by Rs. 1·44 crores or 11·1 per cent.

Detailed goods statistics will be found in Summary X, Statements No. 13, 29 and 36, pages 12-13, 100-111, 161-176 and 227-233 respectively of Volume II of this report.

CHAPTER III

NEW CONSTRUCTION AND ENGINEERING WORKS

22. Capital Expenditure.—At the end of March 1943, the total capital at charge on all railways, including those under construction, amounted to Rs. 849·92 crores, of which Rs. 772·52 crores was capital at charge on State-owned railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 77·40* crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned railways is composed as follows :—

	£
Liability and debt incurred in purchase of railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	—29,284,941
Net amount outstanding	120,821,689†
	In thousands of Rupees
Direct expenditure by Government	6,11,42,53
The above sterling figure converted into rupees	1,61,09,43†
Grand Total	7,72,51,96

By far the greater portion of this amount, namely, Rs. 7,58,23,48,000 is Government capital and only 1-54th or Rs. 14,28,48,000 is owned by Companies, etc. These figures include Rs. 33,68,67,000 on account of capital expenditure to the end of March 1943, on strategic lines.

The total capital outlay on all railways during 1942-43 was Rs. 18·74 crores, of which Rs. 18·40 crores related to State-owned railways.

The distribution of the capital outlay in 1942-43 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	25	6	31	..	31
Bombay, Baroda and Central India	1,88	—79	1,09	..	1,09
Bengal and Assam	96	—13	83	..	83
East Indian	88	4	92	..	92
Great Indian Peninsula	39	—5	34	..	34
Madras and Southern Mahratta	17	—1	16	..	16
North Western	38	—9	29	—16	13
South Indian	7	—9	—2	..	—2
Oudh & Tirhut (B & N. W.)	12,53	—28	12,25	..	12,25
,, (R & K)	2,31	—4	2,27	..	2,27
Other Indian railways	12	..	12	..	12
Total	19,94	—1,38	18,56	—16	18,40

* Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

† £2,575,000 and £2,000,000 representing share capital of the Great Indian Peninsula and Bombay, Baroda and Central India Railways respectively paid off during 1925-26 and 1941-42 respectively have been converted at the appropriate average rate of exchange for those years and the balance of £116,246,689 at the rate of 1*s.* 6*d.* to the rupee.

23. Mileage of Lines opened or sanctioned in 1942-43.—No new lines were sanctioned for construction. The Nokkundi-Zahidan Railway (an existing line 137·5 miles long on the 5′ 6″ gauge) was reopened to traffic on the 10th May 1942 and the narrow gauge line between Jorhat and Gosaigaon was converted into Metre gauge and extended to Donaigaon; this Metre gauge extension from Gosaigaon to Donaigaon measures 2·82 miles and was brought into use in September 1942.

24. Surveys and Lines under construction during 1942-43.—No new surveys and no new constructions were undertaken during the year. The construction of the two sections Mudkhed-Adilabad (to be constructed by H. E. H. the Nizam's State Railway) and Fatehpur-Bissau (to be constructed by the Jaipur State Railway) which was reported in previous years to have been suspended, remained suspended.

25. Lines closed during 1942-43.—During the year under review the following branch lines were dismantled in order to meet further demands for track for military works:—

(*i*) Gohana—Panipat	North Western Railway.
(*ii*) Mahmudkot—Ghazighat	North Western Railway.
(*iii*) Amnura—Chapai-Nawabganj	Bengal and Assam Railway.
(*iv*) Moranhat—Khowang	Bengal and Assam Railway.
(*v*) Burhwal—Bahramghat	East Indian Railway.

These Branches were selected having regard to their commercial value and the availability of alternative means of communication in the area. Concurrence of the Provincial Governments was obtained.

Khanai—Zardalu Section on the North Western Railway was also closed during the year.

26. Engineering Works.—The following is a list of some of the important works carried out or sanctioned during the year with a view to augmenting line capacity, improving facilities for passengers, providing additional housing for staff, strengthening the bridges, etc.—

26.1. Open Line Improvements.	Amount.
Bengal and Assam Railway.	Rs.
Provision of 8 new crossing stations and conversion of 3 flag stations into crossing stations between Pandu and Manipur Road	2,99,170
East Indian Railway.	
Doubling of line from Gurrah Bridge to Tilhar on the Moradabad Division	9,12,611
Doubling of line from Rosa to Kahilia and from Shahjahanpur to Gurrah Bridge Block Hut	7,69,876
Remodelling Pakur Station Yard	1,57,479
North Western Railway.	
Additions and alterations to the Concourse area and main entrance to the Lahore Station building	1,61,285
South Indian Railway.	
Re-alignment of track between miles F.144/9 and F.146/8 on the Salem-Attur-Vriddhachalam Railway	2,09,460
26.2. Important works sanctioned.	
Bengal and Assam Railway.	
Acquisition of 50 married type and 100 single type quarters originally constructed for Munition Workers at Saidpur	75,650
Construction of 50 married type quarters at Saidpur	1,00,915
Bombay, Baroda and Central India Railway.	
Provision of additional accommodation required in connection with the amalgamation of Loco. & Carriage & Wagon Accounts Branches at Ajmer and of furniture therefor ..	1,00,942
Providing additional gang Chawls on Bombay Division	4,63,000
Bengal Nagpur Railway.	
Provision of quarters required on the introduction of the Hours of Employment Regulations	10,13,044
Great Indian Peninsula Railway.	
Treatment of Boiler feed water on the Poona-Raichur section of the Sholapur Division ..	5,18,598
North Western Railway.	
Providing 100 units inferior and 80 units superior quarters at Kotri	2,97,260
Installation of Water softening plants on the Lahore-Karachi & Rohri-Sibi sections ..	14,51,491
Protection works near mile 300 to safeguard the line between Rohri and Sangi stations ..	1,80,000

	Amount. Rs.
South Indian Railway.	
Additions and alterations to the Central Hospital at Golden Rock	59,400
Purchase of a new X-Ray Plant for the Central Hospital at Golden Rock	16,000
Increase of storage capacity of Reservoir in Golden Rock Colony	1,57,819
Military Works.	
Provision of railway sidings, etc. to serve various military projects	29·08 lakhs

26.3. Bridge Strengthening and Protection Programme.

Bengal and Assam Railway.	
Training works with guide bunds at the Monas-Baki Basins for protection of Railway embankments and bridges	2,56,200
Bridge over Dhansiri river with main South approach at old Rangapahar	1,06,878
Reinforcement of the Raita Protection Bank, Hardinge Bridge	2,00,000
Providing Dips (or Irish Bridges) between Barpeta Road and Rangiya on the Lalmanirhat—Amingaon Section	4,73,918
Madras and Southern Mahratta Railway.	
Rebuilding certain laterite bridges	9,78,000
North Western Railway.	
Remedial measures for Advala-Eullah Bridge on the Kalabagh Bannu Section	1,66,000

27. Wireless Communications on Railways.—A scheme of wireless communications between important Railway Centres and control points all over India was drawn up to provide against a breakdown of land lines of communications. Necessary wireless equipment has been ordered and maintenance and operating personnel is under training.

CHAPTER IV
TRANSPORTATION

A.—Operating.

28. Volume of traffic handled.—The approach of the War to India's Eastern Frontier, the continued shortage of sea transport, partial evacuation of the civilian population from Calcutta and Madras, the need to carry large number of refugees from Burma, the increase in production of war materials and greater military activity increased the demands for transport well above the level of the previous year. And in spite of unexpected and unprecedented operating handicaps referred to in the succeeding paragraphs, the volume of traffic handled, both passenger and goods, during the year 1942-43 was greater than in 1941-42 and very much higher than the pre-war figures. On class I ra lways the increase in passenger miles—the best unit for measuring the passenger traffic handled—was 9·6 per cent. and that in ton miles—the best unit for measuring the freight traffic handled—was 0·23 per cent. as compared with the preceding year. It is worth mentioning here that these increases do not include the large volume of traffic moved by military special trains.

The following statement shows the amount of traffic handled and the increases recorded over the achievements of the preceding year and over the pre-war year (1938-39).

(Figures in thousands).

Particulars.	Class I Railways.				
	1938-39* (Pre-war).	1941-42.	1942-43.	Percentage increase (+) or decrease (—) as compared with	
				1938-39.	1941-42.
Passenger miles	18,072,018	21,298,028	23,342,308	+29·2	+9·60
Net ton miles†	21,462,533	‡27,348,413	27,412,625	+27·7	+0·23

*Includes Bikaner State Railway for comparative purposes. †Excludes Departmental. ‡Revised figures.

29. Train miles.—This increased volume of traffic was dealt with, with considerably reduced train services.

The number of train miles run to carry the traffic referred to above was as follows :—

(Figures in thousands).

Particulars.	1938-39* (Pre-war)	1941-42.	1942-43.	Percentage variation with	
				1938-39.	1941-42.
Passenger (including proportion of mixed) train miles† ..	111,503	107,209	82,885	—25·7	—22·7
Goods (including proportion of mixed) train miles‡	69,172	81,111	75,759	+9·52	—6·60

*Includes Bikaner State Railway for comparative purposes.

†Important.—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes mileage of electric locomotive and electric multiple unit trains as well asmilitary specials but excludes departmental.

‡Includes mileage of electric locomotive trains but excludes departmental.

As referred to in paragraph 30·1 *infra* passenger train services were considerably curtailed and passenger train miles were reduced in comparison with the previous year by 22·7 per cent. With this reduced train service the railways handled 9·6 per cent. more passenger miles than in 1941-42 by running heavier and fuller trains. The various steps taken to minimise the effect of curtailment in passenger train services are detailed in Chapter VIII, paragraph 83.

Similarly the slight increase in " net ton miles " (+0·23 %) was handled despite a reduction of 6·6 per cent. in goods train mileage mainly by increasing the average load per wagon.

Detailed figures of train miles of Class I railways are given in statements No. 17 and 32, pages 120-121, and 219-222, and those of Classes II and III railways in statement No. 37, pages 234-238 of volume II of this report.

In the paragraphs below the results of passenger and goods train services on Class I Railways are reviewed by gauges :—

30. Passenger trains.

(Figures in thousands).

Particulars.	Class I Railways.					
	Broad gauge.			Metre gauge.		
	1941-42.	1942-43.	Percentage variation with 1941-42.	1941-42	1942-43.	Percentage variation with 1941-42.
Passenger miles	14,954,643	16,898,817	+13·0	6,099,271	6,167,901	+1·13
Coaching vehicle miles (including proportion of mixed).	1,067,806	905,335	—15·2	499,562	390,091	—21·9
Passenger train miles* (including proportion of mixed).	71,590	57,589	—19·6	33,164	23,242	—29·9

*Important.—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes electric multiple unit suburban trains.

On the broad gauge railways despite a 13 per cent. increase in passenger miles, coaching vehicle miles and passenger train miles decreased by 15·2 per cent. and 19·8 per cent. respectively.. Similarly on the metre gauge railways passenger miles increased by 1·13 per cent. while coaching vehicle miles decreased by 21·9 per cent. and passenger train miles by 29·9 per cent.

Despite the extensive propaganda undertaken to discourage travel, there was considerable overcrowding as these figures indicate.

30.1. Reduction in Passenger Train Services.—Railways were forced to curtail public passenger train services in order to conserve power, line capacity and coal required for the movement of essential traffic, both Military and Civil. By the end of the year 1942-43, a reduction of approximately 37 per cent. in the mileage of public passenger train services was effected.

30.2. Punctuality of passanger trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all Class I Railways during 1942-43 as compared with 1941-42 :—

	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge—					
1941-42	77·7	65·7	75·8	86·1 87·1*	71·7
1942-43	65·0	45·0	64·3	66·0 80·8*	54·4
Metre Gague—					
1941-42	80·2	66·2	84·9	93·1 89·8†	76·0
1942-43	69·2	46·5	72·9	87·8 79·3†	64·7

*Bombay, Baroda & Central India and Great Indian Peninsula Railways electric multiple unit trains.
† South Indian Railway's electric multiple unit trains.

Punctuality of passenger trains suffered chiefly due to the large number of persons travelling, the difficulties of entraining and detraining at " blacked out " platforms, the very heavy parcels traffic that had to be carried with a reduced train service and the dislocation caused by the running of large numbers of special trains.

31. Goods trains—

(Figures in thousands.)

Particulars	Class I Railways. 1938-39* (Pre-war).	1941-42..	1942-43.	Percentage variation with 1938-39.	Percentage variation with 1941-42.
Goods (including proportion of mixed) ton miles†—					
B. G.	18,283,959	‡23,523,159	23,799,399	+30·2	+1·17
M. G.	3,092,002	‡3,723,097	3,508,263	+13·5	—5·77
Wagon miles (including proportion of mixed)—					
B. G.	2,117,936	2,533,041	2,277,104	+7·52	—10·1
M. G.	663,822	741,984	690,291	+3·99	—6·97
Goods train miles (including proportion of mixed)—					
B. G.	48,018	57,396	53,165	+10·7	—7·37
M. G.	19,400	21,691	20,715	+6·78	—4·50

*Includes Bikaner State Railway for comparative purposes.
†Excludes Departmental.
‡Revised figures.

On the broad gauge railways, goods ton miles increased by 1·17 per cent. in comparison with the previous year but the wagon miles dropped by 10·1 per cent. and the goods train miles by 7·37 per cent. On the metre gauge railways the freight ton miles decreased by 5·77 per cent. in comparison with the previous year and the wagon miles decreased by 6·97 per cent. and train miles by 4·50 per cent. Since the broad gauge carried nearly 86 per cent. of the total goods traffic, the heavier train loads on that gauge were of material value to the total effort. The August disturbances all over the country, the floods in the areas served by the North Western and Bengal and Assam Railways, the heavy cyclone on the East coast, utilisation of goods stock for running of military specials and reduction in available metre gauge rolling stock were some of the factors contributing to the drop in goods train miles. The year's working was also adversely affected by the unavoidable increases in shunting and auxiliary services e.g., pilot and patrol trains and light engines run in the interest of safety.

31.1. Goods train speeds.—The average speed of goods trains (steam) was somewhat lower than last year i.e., 10·4 miles per hour for broad gauge and 10·3 miles per hour for metre gauge railways. The decrease in speed was brought about by the heavy strain thrown on line capacity on some of the more important through routes and also to a degree of di organisation caused by the necessity of giving precedence over ordinary goods trains to an increasing number of military special trains. Dislocation, for many months, to the control system on certain railways—during and after the August disturbances—and also after the October cyclone contributed towards the general reduction in the average speed of goods trains.

31.2. Goods train loads.—The handling of the increased volume of traffic with decreased train mileage referred to in paragraph 29 was achieved by substantial improvement in the net or freight loads of

goods wagons and trains. On the broad gauge railways the average net or freight load per goods train (steam) increased from 409 tons in 1941-42 to 448 tons in 1942-43. The following railways achieved marked improvements in the average net load per train, as indicated below :—

Average net or freight weight per train.

Broad gauge.	North Western.	Madras & Southern Mahratta.	East Indian.	Nizam's State.
1941-42	330	419	484	410
1942-43	425	475	529	451

Metre gauge.	Rohilkund & Kumaon.	Nizam's State.	South Indian.
1941-42	153	214	180
1942-43	173	234	191

The details of goods train speeds, loads of wagons and trains are given in statements No. 20, 23 and 24, pages 134 and 140 to 143 of Volume II of this report.

32. Stock usage.—It is a common operating and economic principle (the law of decreasing returns) that a heavy reduction in the passenger train services will react adversely on the usage of engines engaged in such services. With a less frequent service passenger engine links, of necessity, lengthen and the hours of rest at both ends of engine runs increase. And since passenger engines record the highest usage figure finally averaged to produce the combined figure of "engine miles per day per engine" etc., a reduction in the performance of one of the principal constituents of the average is bound to affect the final figure adversely. The intensive utilisation of locomotive power and the improvement of wagon usage by every possible means, however, continued to engage the special attention of all railways. In the following sub-paragraphs the stock usage results of Class I Railways during the year are briefly referred to.

32.1. Engine usage.—Measured in terms of engine miles per day per engine on line (i.e., inclusive of time occupied under, repairs, etc.) the daily mileage decreased from 87 to 79 on the broad gauge and from 81 to 73 on the metre gauge when compared with the preceding year. The percentage of engines under or awaiting repairs in Mechanical and Transportation Workshops was, however, improved on the broad gauge from 16·5 per cent. in 1941-42 to 16·4 per cent. in 1942-43 and on the metre gauge from 13·6 per cent. to 13·1 per cent.

The net ton miles per goods locomotive day also decreased both in relation to the locomotives on line and the locomotives in effective use as under :—

	Net ton miles per goods locomotive day on line.	Net ton miles per goods locomotive daily in use.
Broad gauge—		
1941-42	* 18,379	* 26,960
1942-43	17,749	26,530
Metre gauge—		
1941-42	* 8,106	* 12,382
1942-43	7,281	11,572

* Revised figures.

Details of engine usage are given in statement No. 22, pages 136 to 139 of Vol. II of this report.

32.2. Wagon usage.—The statistical unit of wagon movement viz., 'wagon miles per wagon day' denoting the average number of miles run per wagon daily—both loaded and empty journeys—showed a drop from 47·0 miles in 1941-42 to 42·5 miles in 1942-43 for all the broad gauge railways combined and from 35·9 to 34·7 for the metre gauge Class I railways.

The more comprehensive unit for the purpose of gauging the work performed by a wagon is 'net ton miles per wagon day', which shows not only the number of miles run by a wagon but also the load carried by it. As a result of better loads of wagons and a reduction in empty haulage the figure of net ton miles per wagon day shows an improvement in spite of the handicaps previously stated. Figures for Class I Railways are as follows :—

	Broad gauge.		Metre gauge.	
	1941-42.	1942-43.	1941-42.	1942-43.
Net ton miles per wagon day	441	451	182	182

Both these units as at present compiled, however, understate the performance of the railways inasmuch as the wagon days in these calculations refer to the total wagon stock available on the railways although it is known that some of these wagons are rendering service on military specials.

Details of vehicle and wagon miles and their usage are given in statements No. 19 and 24, pages 130 to 133 and 142 to 143 of volume II of this report.

32.3. Reduction in wagons loaded with 'smalls'.—The necessity for reducing this traffic which is wasteful in wagon utilization was referred to in the Report for the last year. Efforts to reduce the number of wagons carrying such traffic were redoubled and a considerable reduction was achieved, thereby relieving more wagons for full loads as indicated below :—

	No. of wagons loaded with 'smalls'		Percentage reduction in comparison with 1941-42.	The No. of wagons loaded with 'smalls' expressed as a percentage of the total number of wagons loaded.	
	1941-42.	1942-43.		1941-42.	1942-43.
Broad gauge	1,040,723	615,988	—40·8	20·6	14·1
Metre gauge	563,248	377,425	—33·0	23·1	17·4

33. Wagon Position in the Pool.

33.1. Broad Gauge Wagon Pool.—The number of public service wagons (in terms of four-wheelers) in use at the end of the year was 151,784, *i.e.* 484 more than at the end of 1941-42. The total number of wagons loaded during the year was 4,376,776 being a decrease 679,808 or 13·4 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

The number of wagons temporarily out of service on all broad gauge railways varied between 5,843 and 6,355 wagons.

33.2. Metre Gauge Wagon Pool.—The number of public traffic wagons on 31st March 1943 was 44,285, i.e., 561 less than at the end of 1941-42. The total number of wagons loaded during the year was 1,915,059 being a decrease of 174,907 or 8·4 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

34. Neutral Examination of Interchanged Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between Railways at the following junctions :—

Agra East Bank.
Agra Cantt.
Ajni-Nagpur.
Chheoki.
East Dock Junction
Ghaziabad.
Khanalampura.
New Delhi.
Waltair.
Katihar (from 1st April 1942).

35. Operating—general.—The progress of the War, particularly events in Burma and Malaya, brought a considerable increase in the demands on railway transport. The movement of military personnel and supplies greatly increased and aerodrome and other constructions involving the movement of large tonnages by rail were pushed through at high speed. Special trains had to be run for the population moving from certain towns on the east coast owing to enemy action. Over and above this, the civil disturbances during August and September 1942 caused considerable dislocation in the working of railways with serious damage to railway property due to acts of sabotage. Notwithstanding this the railways actually handled a larger volume of traffic in the year under report than in the previous year and have continued to make steady progress in efficiency.

Some of the measures adopted with a view to increasing the efficiency of operation on the railways thus enab ing them to render the maximum public service, are mentioned below :—

(*i*) programming of traffic passing over congested routes and through junctions working to capacity ;

(*ii*) elimination of non-essential traffic ;

(*iii*) establishment of a Priorities Branch in the War Transport Department. The working of this branch is detailed in the next paragraph ;

(*iv*) greater co-ordination with road and water routes. This is referred to in detail in paragraphs 36 and 40 ;

(*v*) improving line capacity and terminal facilities ;

(*vi*) securing the maximum loads for wagons and paying greater attention to the quick turn round of stock. The appo ntment of Movement Inspectors and Wagon Checkers and of the system loading and unloading on Sundays and in some cases at night helped to achieve these objects ;

(*vii*) constant meetings between the Railway Board and the General Managers of Class I Railways to review the power and wagon stock position ;

(*viii*) setting up a special organization to ensure the most efficient use of the avai able stock of tank wagons ;

(*ix*) revising passenger train time tables to pro i le for heavier and of necessity slower trains to make the maximum travelling accommodation available to the public. This item is referred to in greater detail in paragraph 83, chapter VIII ; and

(x) introduction of a new technique which came to be known as "Omnibus loading". The procedure varied on different railways but the general lines are as follows. Merchants at stations on a section over which it is known that returning empties will be passing, are given two or three days' notice. They collect their consignments on the station platform and assist loading with their own labour. The time allowed for loading is previously notified to each station.

Other measures such as running of through trains for the longest distances possible and adoption of shortest rail routes regardless of the financial interests of individual railways, were further actively pursued.

36. Rationalisation of Transport Through a System of Priorities.—As mentioned in paragraph 13.1, Chapter I, the Railway Priorities Branch of the War Transport Department was formed in March 1942, to cope with the heavy and often conflicting demands for transport.

The functions of the Priorities Branch of the War Transport Department fall under three main headings. The first of these is the expedition of urgent and essential movements according to their importance. This is done, in the case of larger movements, by the preparation of programmes and by the making, in consultation with Railways, of special arrangements. In the case of smaller movements, priority certificates are issued, which on presentation at stations of booking ensure that the consignments will be booked before consignments of lesser importance.

The next function of the Priorities Branch is the discouragement of movements which involve wasteful transport. However essential a requirement may be, it is frequently found that the movements involved are wasteful in transport. The Priorities Branch in such cases suggests that the commodity should be obtained from a more suitable source with the object of conserving transport. With the help of the other Departments of the Government of India, considerable progress has been made in rationalising movements. In other cases, results are achieved by imposing restrictions upon movements between particular points or areas, or by particular routes. The fixing of zones, from which factories can draw their raw supplies and within which their finished articles may be distributed, has been found most useful.

In some cases, waste of transport has been checked by imposing a distance limit upon the carriage of certain materials. Such materials can in no case be carried for distances in excess of this limit without the express sanction of a Priority Officer.

The third function of the Priorities Branch is the co-ordination of rail traffic with the other forms of transport. In eastern India, the control of river steamers on the Ganges and the Brahmaputra has been vested in the Regional Priorities Committee at Calcutta and the steamers and railways are working, to all intents and purposes, as one transport system.

Considerable progress has also been made in diverting traffic to coastal craft, both steamers and country-craft. Country-craft on the west coast, and to some extent on the east coast, of India have been organised under a branch of the War Transport Department. Coastal traffic by steamers has also recently been brought under control, in order to ensure that preference is given to the most essential traffic. The Railway Priorities Branch maintains very close touch with the Controllers of the country craft and steamers. In a large number of cases, traffic by rail between certain areas is prohibited and is forced to use the sea route in order to relieve the strain on rail transport.

Wherever there are suitable roads and transport facilities, traffic is also diverted to them. The chief methods of accomplishing this have been by closing a large number of small railway stations for the booking of goods, and by prohibiting the carriage of goods for short distances by rail. These methods have considerably helped railways not only by relieving them of traffic, but also by concentrating the traffic at fewer stations and thereby making operations easier. Every effort is also made in close contact with the Road Transport Branch of the War Transport Department to ensure that convoys of road vehicles moving either for civil or military purposes carry useful loads.

In all these activities, the Railway Priorities Branch, both at the Centre and in the Regions, is assisted by the advice and help of other Departments and Governments. At the Centre there is the Central Priorities Committee, composed of senior representatives of the Departments of the Government of India, and it also includes a representative of the Ministry of War Transport and of the American War Shipping Administration. In Calcutta, there is a Regional Priorities Committee under the chairmanship of Sir Thomas Elderton, (Chairman, Calcutta Port Commissioners) which, as already mentioned, controls both rail and river services and, in particular, makes all arrangements for the movement of both military and civil traffic in Assam and Eastern Bengal. In all the Regions, there are Railway Priority Panels consisting of the local representatives of the Departments of the Central Government and of representatives of the local Governments, who assist the Regiona Controller with their advice and help in the preparation of programmes of movements and the issue of priority certificates.

The individual railway administrations have also classified the various commodities moving on their system in "priority schedules", varying in number on the different railways according to the requirements determined by the needs—military and civil—that they fulfil. Thus the supply of wagons which was always short of the total requirements could easily be controlled and allotments made for the movement of commodities most essential to the war effort and civilian needs.

37. Transport of Coal.—The transport and distribution of coal assumed considerable importance during the year. The general strain on transport on account of military and general goods resulted in

a drop in the flow of empties for coal loading into the Bengal and Bihar fields. This unfortunately coincided with a serious drop in raisings of coal from fields other than Bengal and Bihar, resulting in the transfer of a large number of orders to the Bengal and Bihar fields, thereby accentuating the transport position. The political disturbances in August 1942, followed by the cyclone in October 1942, which seriously affected portions of the Bengal Nagpur Railway had also their repercussions on coal despatches to the railways and industries situated in certain parts of the country whose normal supplies had been interrupted, and, when the communications were resumed, special assistance had to be given to these areas, resulting in a further strain on the resources of the railway. The cumulative effect of these factors was that, throughout the year 1942-43, supplies of wagons in the Bengal and Bihar coalfields did not come up to the demands from the industries and the general requirements of the country on their increased bases under war conditions.

The control on the distribution of coal continued to function through the agency of the Controller of Coal Distribution. But as time went on, the need was felt for a further intensification of the control, and, with effect from the 1st January 1943, the supply of wagons previously made under "public", which authorised a colliery to despatch a limited number of wagons to any consignee and any destination within certain general restrictions, was changed, and all coal bookings from the collieries to all consignees and destinations were brought under the control of the Controller of Coal Distribution. After the 1st January 1943, collieries could only despatch against sanctioned programmes and to approved consignees.

B.—Commercial.

38. Alterations in Rates and Fares.—The general policy adopted last year of discouraging public traffic in order to make room for the transport of military traffic and other essential supplies was continued.

There were further withdrawals of reduced rates and fares quoted for goods, parcels and passenger traffic in competition with rival transport services or for developing traffic. The following important changes introduced during the year may be mentioned :—

(*i*) Ordinary return tickets which were issued for the upper classes over the Bengal and Assam, the Bengal Nagpur, the East Indian, H. E. H. the Nizam's State, the North Western and the Oudh and Tirhut Railways were withdrawn.

(*ii*) The bases of passenger fares applicable over the East Indian, the North Western and the Mysore State Railways were slightly enhanced.

(*iii*) The bases of intermediate and third class fares over the Assam Bengal zone of the Bengal and Assam Railway were also slightly increased.

(*iv*) With effect from 1st May 1942 the "increased charge" on luggage and parcels traffic was enhanced from *two* annas to *four* annas per rupee on total freight, to discourage traffic.

(*v*) With a view to curtail parcels traffic which had assumed abnormal proportions the following steps were taken :—

(*a*) the booking as parcels of a number of commodities such as piece-goods, grain, sugar, etc., which are ordinarily carried by goods train was prohibited ;

(*b*) the weight of a single package of parcel or luggage was limited to *three* maunds ;

(*c*) the following maximum weights of luggage per passenger (including the free allowance) were fixed :—

First class	6 maunds.
Second class	4 ,,
Inter. class	3 ,,
Third class	2½ ,,

and (*d*) quarter parcels rates for returned empties were withdrawn and replaced by half parcels rates.

39. Special Efforts to Secure Better Wagon Loads.—With the limitations of line and stock capacity the railways had to explore other methods to meet the increased demands on transport and one method adopted was to secure the maximum possible load for every wagon used. The success achieved by railways in this respect can be gauged by the fact that the average load per wagon on the broad gauge increased by as much as 20% over the pre-war figure. Further control on the booking of 'smalls' was introduced as this traffic is wasteful in wagon space. The reduction achieved in this direction is referred to in paragraph 32·3. Statistics of wagons loaded under priority certificates, military credit notes, etc., were separately maintained and military depots were asked to submit periodical reports of the number of wagons and tons loaded in these depots. Railways were instructed to keep a strict watch on the loadings in these depots to prevent wasteful use of wagon capacity.

The policy of enhancing the minimum weight conditions applicable to the principal commodities moving at reduced rates, or attaching such weight conditions where none applied previously, which was initiated last year, was adopted by all the Railways during the year under review. Similarly, the total exemption from the increased charge, allowed to consignments of grains and pulses, was made in-applicable over all railways for consignments of these commodities in less than full wagon loads.

Some of the other measures undertaken to achieve this end are mentioned below :—

(*i*) introduction of a nominated system of loading at selected large stations where traffic in 'smalls' to specific points and over specific routes is regular and sufficient to give full wagon loads at intervals of 3 or 4 days but not every day. In such cases booking of 'smalls' is open only on certain stated days so that full wagon loads could be obtained ;

(*ii*) closing of small stations for the booking of goods traffic in order to reduce the number of points at which consignments would be offered with a view to obtaining better loads at stations which remain open ;

(*iii*) running collecting road van trains on certain days of the week instead of every day and booking consignments of ' smalls ' only on those days ;

(*iv*) withholding the loading and despatch of consignments of less than a full wagon load for a longer period in order to secure full wagon loads to the same destination ;

(*v*) enhancement of the minimum weight for charge for coal. Previously this minimum weight was 2 tons less than the marked carrying capacity of the wagon used. This was raised to 1 ton less than the marked carrying capacity and for collieries with their own weigh bridges, the full carrying capacity of the wagon was made the weight for charge ;

(*vi*) enhancement of the minimum weight condition attached to the schedule and special rates for " Iron or Steel, Divisions A, B and C " in all cases to the carrying capacity of the wagon used ;

and (*vii*) extending lump sum rates on a floor area basis to additional commodities.

40. Co-ordination of Rail, Road and Water Transport.—In order to reduce pressure on rail transport, railways continued to make every effort during the year under review to encourage traffic to move by other modes of transport. Brief particulars of the measures taken by certain railways in this respect are given below :—

Madras and Southern Mahratta Railway.—The booking of goods by rail for distances short of 25 miles was stopped wherever road facilities existed.

Bengal and Assam Railway.—Goods traffic was diverted as far as possible to the river services by opening new routes and by restricting the railway routes in many cases. A large number of special rates for various commodities and all the special rates for salt, tobacco and grains, pulses and seeds, common, and also the adjusted class rates over the Assam Bengal Zone quoted in competition with river and road services or to develop traffic were cancelled. Restrictions were also imposed on the booking of short distance traffic in the Calcutta area and also on certain uneconomical long distance traffic.

Oudh and Tirhut Railway.—Through booking arrangements were introduced with the India; General Navigation and Railway Co., Ltd. *via* Paleza Ghat and *via* Semaria Ghat for traffic to Bengal and Assam.

Jodhpur Railway.—Special rates quoted in competition with road transport have been withdrawn to encourage such traffic being carried by road.

Great Indian Peninsula Railway.—81 stations were closed for goods booking and with certain exceptions goods traffic in local booking, involving a haulage of 40 miles or less, was not accepted.

Bengal-Nagpur Railway.—(*i*) The third class reduced fares introduced over the Narrow Gauge system in competition with road services were cancelled ;

(*ii*) Certain special goods rates quoted in competition with road transport were cancelled ;

and (*iii*) Short distance traffic for distances of 40 miles or less was not accepted by rail over sections where there was a parallel road, over which the traffic could be moved.

41. Closer contact with business interests.—Railways continued to maintain close contact with business interests. At several important centres informal meetings were held with representatives of Chambers of Commerce, Trade Associations and other commercial bodies. The subjects discussed varied and included such quest ons as freight charges, wagon supply, reservation of accommodation, facilities for cane traffic, delay in settlement of claims, restrictions in booking goods for certain stations on the Bengal and Assam Railway, etc.

42. Claims for Compensation and refunds.—There was very heavy increase in the number of claims received during the year entailing payments of increased amounts. In addition to the usual causes, the sabotage during civil disturbances and the abnormal conditions incidental to war time working, the black outs, inferior packing and particularly the rise in prices making thieving more remunerative, lead to the rise in claims. Additional staff for their disposal was engaged by all the railways, but the average time taken in the disposal of a claim increased considerably. This was partly due to destruction of goods records in Railway Clearing Accounts Office and at several stations by saboteurs and partly to the inexperience of the new staff. The shifting of claims offices from Calcutta and Madras and their return later on, also affected the disposal of claims on the Railways concerned. Thus the year closed with heavy outstanding balances on different railways. The following are some of the details by railways :—

Item No.	Particulars.	B. & A.	B. & N. W.	B. N.	B. B. & C. I.	E. I.	G. I. P.	Jodh-pur.	M. & S. M.	Mysore.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of preceding year ..	3,033	443	3,467	2,461	1,669	2,045	924	1,230	1,093	469	3,817	265	2,179
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year ..	11,032	6,210	14,162	18,017	24,458	19,634	4,289	11,274	5,238	2,470	34,356	1,390	12,188
3	Balance outstanding as unsettled at the close of the year	5,870	1,705	7,542	4,856	4,198	7,652	1,308	3,850	3,056	1,349	11,955	820	2,642
4	Average time taken in settlement of claims (Days)	93	126	70	57	39	57	61	97	162	87	44	128	76

43. Mela Traffic.—In order to conserve resources for the more essential demands, the Central Government, with the concurrence of the Provincial Governments concerned, issued prohibitory orders stopping the sale of tickets by rail to passengers or pilgrims intending to take part in some of the larger melas and fairs such as the Kartiki Mela at Garhmukhtesar, the Kartiki Purnima Mela at Sonepur, the Khwaja Urs Fair at Ajmer, etc.

CHAPTER V.

RAILWAY COLLIERIES

44. The output from the principal Railway Collieries during the year 1942-43 compares with the previous year's output as follows:—

Colliery.	Owned by	Output.	
		1941-42.	1942-43
		Tons.	Tons.
1. Bhurkunda	State Railways	143,095	129,055
2. Kargali	Do.	793,593	556,510
3. Kurharbaree & Serampore ..	Do.	548,279	430,612
4. Joint Bokaro	E. I. and B. N. Railways	1,093,352	951,235
5. Joint Sawang	Do.	55,451	50,941
6. Jarangdih	B. B. & C. I. and M. & S. M. Railways ..	77,673	55,908
7. Talcher	M. & S. M. Railway	220,725	195,088
8. Kurasia	B. B. & C. I. Railway	304,341	343,570
9. Argada	B. N. Railway	295,355	241,445
10. Deulbera	Do.	119,775	87,931
	Total ..	3,651,639	3,042,295

45. Tonnage of Coal Inspected.—The State Railways' Coal Department inspected 8,941,481 tons coal during 1942-43 as compared with 8,395,863 tons in 1941-42.

46. Indian Coal Grading Board.—The State Railways' Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1942 was 867,426 tons.

47. Coal Mined in India.—In 1942 the coal mined in the various provinces of British India amounted to 25,949,835 tons as against 26,088,573 tons in 1941, a decrease of 138,738 tons.

48. Coal despatched by Rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows:—

	1941-42.	1942-43.
	Tons.	Tons.
East Indian Railway	15,509,774	13,340,477
Bengal Nagpur Railway	10,066,862	8,851,889
Total ..	25,676,636	22,192,366

49. Coal shipped from Calcutta.—Shipment, including bunker, coal from the Port of Calcutta to Indian and foreign Ports during 1942-43 amounted to 984,371 tons as compared with 2,092,504 tons in 1941-42. This includes 142,369 tons of Indian coal shipped to the Ceylon Government Railways.

CHAPTER VI

ROLLING STOCK AND MATERIALS

50. Additions to Equipment.—During the year, the following locomotives and rolling stock, including arrears brought forward from previous years were on order for broad and metre gauge railways :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	170	5
Coaching stock	538 Units.	421 Units.
Goods stock	4,114 „	1,293 „

New locomotives and rolling stock actually placed on the line during the year as additions or in replacement of condemned stocks were as under :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	..	..
Coaching stock	211 Units.	42 Units.
Goods stock	458 „	205 „

(one unit = one four-wheeler).

NOTE.—The particulars relate to all class I Railways excepting the Mysore Railway whose figures have not been received.

50.1. Engines.—The average tractive effort per engine rose from 26,118 lbs. in 1941-42 to 26,194 lbs. in 1942-43 on the broad gauge, and from 14,846 lbs. to 14,935 lbs. on the metre gauge.

51. Construction of locomotives at Ajmer.—Difficulties in the supply of material continued to cause serious delays to the orders for construction of metre gauge locomotives and light broad gauge locomotives in the metre gauge workshops of the Bombay, Baroda and Central India Railway at Ajmer.

52. Supply of Rails and Fishplates from indigenous sources.—The restrictions on the supply of steel, referred to in the last year's Report, continued to operate in the year under review. The tonnage of rails and fishplates ordered from Messrs. The Tata Iron & Steel Co. Ltd. by all railways in India during the year under review was, however, considerably greater than that ordered in 1941-42 and amounted to 52,990 tons of rails and 1,770 tons of fishplates.

53. Value of Railway materials purchased.—The value of stores purchased by class I Railways (excluding the Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State Railways which are mainly or wholly the property of Indian States) increased from Rs. 15·60 crores in 1941-42 to Rs. 18·48 crores in 1942-43. The value of ' indigenous materials ' purchased increased by Rs. 300 lakhs but that of ' imported materials ' declined by Rs. 12 lakhs. Considerable increases were registered under hardware stores (Rs. 95 lakhs), miscellaneous stores grouped in the statement below as " all other stores " (Rs. 156 lakhs) and electric plant and materials (Rs. 13 lakhs). The decline in the value of imported materials was mainly under rolling stock (Rs. 30 lakhs) which was, however, more than covered by an increase of Rs. 33 lakhs in the value of rolling stock of indigenous origin. A summary of the value of stores purchased is given below. The detailed figures are given in Appendix A, pages 240-243 of Volume II of this report.

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs).	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1942-43.	1941-42.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A.—Bridge work and its parts, fittings and special fastenings	..	..	..	4	4	5
B.—Engineering plant and components including all hand and power machinery	..	8	8	3	11	8
C.—Workshop machinery, plant and equipment including pneumatic machinery and tools	5	17	22	4	26	20
D.—Permanent-way material and track tools ..	1	2	3	2,30	2,33	2,23
E.—Rolling Stock	11	62	73	1,16	1,89	1,86
F.—Building material, water mains, sewage system and track and yard enclosing material and signal and interlocking material, etc.	..	18	18	50	68	65
G.—Stores hardware, copper, tin and zincware, all leather, canvas and India-rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc. ..	9	1,41	1,50	6,10	7,60	6,65
H.—Electrical and train and locomotive lighting plants and materials, etc., and telegraph and telephone equipment.	2	53	55	26	81	68
All other stores	3	1,43	1,46	3,30	4,76	3,20
Total ..	31	4,44	4,75	13,73	18,48	15,60

53.1. Purchase of wooden sleepers.—The total amount spent on wooden sleepers on Class I railways (excluding Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State railways) was Rs. 99 lakhs in 1942-43 as compared with Rs. 97 lakhs in 1941-42.

54. In-take of indigenous goods.—The comparative figures for the years 1941-42 and 1942-43 are given below : these include purchases made through the Supply Department (formerly Indian Stores Department) and by the Railway Board.

Railways. (1)	Year. (2)	Total value of purchases (in lakhs). Stores imported direct. (3)	Imported stores purchased in India. (4)	Stores of Indian manufacture or of indigenous origin. (5)	Total. (6)	Percentage of col. 5 to col. 6. (7)
		Rs.	Rs.	Rs.	Rs.	
State-managed	1941-42	0·90	2,59·62	6,46·37	9,06·89	71·3
	1942-43	10·56	3.18·77	9,78·80	13,08·13	74·8
Company-managed*	1941-42	50·57	1,76·03	4,26·66	6,53·26	65·5
	1942-43	21·06	1,25·11	3,94·03	5,40·20	72·9
Total	1941-42	51·47	4,35·65	10,73·03	15,60·15	68·8
	1942-43	31·62	4,43 88	13,72·33	18,48·33	74·3

*Both B. & N. W. and R. & K. Rys. have been included under company-managed Railways for the purpose of comparison though both were taken over by the State from 1st January, 1943.

55. Value of Stores purchased through the Supply Department for State and Company managed Railways (class *I).—The comparative figures for the years 1941-42 and 1942-43 are :—

Railways.	Year.	Total value of stores purchased (in lakhs).	Value of Stores purchased through the Supply Department. Amount (in lakhs).	Percentage of the total value of Stores purchased.
State-managed	1941-42	9,06·89	2,80·22	30·9
	1942-43	13,08·13	5,28·14	40·4
Company-managed	1941-42	6,53·26	29·85	4·6
	1942-43	5,40·20	26·73	4·9
Total	1941-42	15,60·15	3,10·07	19·9
	1942-43	18,48·33	5,54·87	30·0

*Excluding the Bikaner, Jodhpur, N.S. and Mysore State railways.

In addition the Supply Department purchased on behalf of the Railway Board, Chief Mining Engineer (Railway Board), the Central Publicity Officer and the Railway Clearing Accounts Office, stores valued at Rs. 4·40 lakhs during 1942-43 as against Rs. 101·31 lakhs during 1941-42.

56. Value of Stores Purchases controlled by the Railway Board.—As in previous years, the Railway Board purchased rails, sleepers (steel, cast iron and wood) and wagons for State and Company-managed Railways and fuel and fuel-oil for State-managed Railways. Compared with 1941-42 the position is :—

Railways.	Year.	Total value of stores purchased (in lakhs).	Value of stores purchases controlled by the Ry. Board. Amount (in lakhs).	Percentage of the total value of stores purchased.
State-managed	1941-42	9,06·89	3,93·13	43·35
	1942-43	13,08·13	7,32·43	55·99
Company-managed	1941-42	6,53·26	1,28·28	19·64
	1942-43	5,40·20	1,77·03	33·77
Total	1941-42	15,60·15	5,21·41	33·42
	1942-43	18,48·33	9,09·46	49·20

The increase in the value of purchases is mainly due to more wagons having been purchased and to increased purchase of fuel and fuel oil as also to the general increase in prices.

57. Direct purchases by Railways.—The value of direct purchases made by Railways during 1942 43 amounted to about Rs. 384 lakhs, compared with Rs. 729 lakhs in 1941-42, the decline being due to the fact that more purchases were made through the Supply Department than in previous years.

58. Stores Balances.—The statement below compares the total stores balances at the end of 1942-43 with those at the end of 1941-42.

(In lakhs of rupees).

Year.	B. & A.	B. N.	B. B. & C. I.	E. I.	G. I. P.	M. & S. M.	N. W. Commercial	N. W. Strategic.	O. & T. B. & N. W.	O. & T. R. & K.	S. I.	Other Rys.	Total.
1941-42	1,24	1,74	98	2 26	1,71	64	2 57	32	47	8	80	9	12.90
1942-43	1,74	1,91	1,33	2,38	2,02	81	3 05	33	50	8	90	11	15,28

Central Standards Office for Railways

59. Civil Engineering Branch.—During the year under review, the more important designs issued by the Civil Engineering branch included :—

(*a*) Plate girders and way beams, additional Callender-Hamilton Unit Construction bridge material, loading and unloading ramps and lashing arrangements for the transport of tanks, simplified turnouts with stubswitches and cast steel crossings, platform and hand trucks for military requirements.

(*b*) Gathering lines layouts Broad Gauge and Metre Gauge Reinforced Concrete pipes with concentric reinforcing rings, rigid frame type foot over-bridges and signalling and interlocking fittings.

59.1. Civil Engineering Publications.—A revised edition of the Reinforced Concrete Code was printed and issued during the year.

60. Mechanical Engineering Branch.—During the year under review the more important drawing and design work undertaken included :—

(*a*) Constructional drawings for " BWX " and " MBWX " type wagons designed for transport by rail on Broad and Metre gauges of Armoured Fighting Vehicles.

(*b*) Over 100 new war drawings relating to Ambulance trains, ward cars and refrigerator cars for the use of the War Department, conversion of motor lorries to run on rails for patrol and shunting duties, and war emergency relaxations to existing Indian Railway Standard designs of locomotives and rolling stock fittings.

The normal work of the mechanical drawing office of keeping standard drawings of rolling stock up-to-date continued as far as the prior demands of war work permitted.

61. Specification Branch.—War Emergency Revisions to 13 Indian Railway Standard specifications were issued.

Particular specifications for wagons included in the Railway Board's supplementary and War Department's reserve demands were prepared.

Normal revisions of Indian Railway Standard Specifications were continued to the extent to which the prior demands of war permitted.

62. War Branch.—The Central Standards Office continued to be responsible for arrangement of supply from Indian Railways of the War Department requirements of locomotives and rolling stock for service in India and overseas. The requirements of the War Department of broad gauge and metre gauge ambulance trains, kitchen cars, ambulance cars, etc., for use in India increased and were met by conversions of existing stock.

Arrangements for the supply of spare parts for second year's maintenance of the locomotives and rolling stock sent overseas from Indian Railways were made. Plans to provide air conditioning on two ward cars on each broad and metre gauge ambulance train in service in India were worked out and the necessary equipment was ordered.

63. Standardization Committees.—Each of the Bridge, Track and Signalling and Interlocking Standards Committees met once during the year.

On account of members being preoccupied with important war work the following Standardization Committees did not meet during the year :—

Locomotive Standards Committee,
Carriage and Wagon Standards Committee,
Standing Committee on Standards and Specifications, and
Electrical Standards Committee.

64. Research and Development.

64.1. Civil Engineering Branch.—Trials of various track fittings and tools were continued.

64.2. Mechanical Research Branch.—The Dynamometer Car staff completed an experimental determination of train loads and speeds that can be handled by the available type of locomotives on the Rawalpindi Division of the North Western Railway.

Experimental work on the relationship between the proportions and efficiency of locomotive boilers was begun and was still in progress at the end of the period under review. Analytical work on the determination of the proportions of boilers and superheaters in relation to all round economy and reliability in operation was also carried out.

Owing to curtailment of travelling facilities particularly during the time of political disturbances, research work on the incidence of running shed maintenance costs was held in abeyance.

Co-ordination of metallurgical research by Central Standards Office was initiated and the Research Officer established contacts with the Chemists and Metallurgists of the principal Railways and with the Superintendent, Government Test House, Alipore. The Central Standards Office was also represented on the Metallurgists and Chemists Sub-Committee of the Indian Railways Conference Association.

CHAPTER VII

STAFF

65. Number of Staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1942-43 was 826,046 as compared with 757,706 at the end of 1941-42. The total route mileage at the end of the year was 40,525. The following table shows the number of employees by communities on the 31st March 1942 and 1943. A similar statement showing details by railways is given as Appendix C-I, pages, 246-247, of Volume II of this report.

Date.	Europeans.	Indians.									Grand Total.
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	
		Hindus other than Depressed classes.	Depressed classes.								
31st March 1942*	1,918	427,134	111,706	172,685	12,260	8,705	20,039	1,556	1,703	755,788	757,706
31st March 1943	1,833	464,091	123,277	190,352	12,271	9,368	20,848	1,572	2,434	824,213	826,046

NOTE.—These figures exclude staff on loan from the Indian Audit and Accounts Service.

* Revised figures due to changes made by the railway administrations in the figures published last year.

66. Cost of Staff.—The following statement shows the number and cost of all staff, gazetted and non-gazetted, permanent and temporary, open line and construction, employed on Class I Railways during the years 1941-42 and 1942-43. Contractors' labour is not included.

Railway System.	Year.	Number of staff on 31st March.							† Cost of staff during the year ending 31st March.			
		Open line.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service.				
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.		Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Bengal & Assam	1942	161	76,156	76,317	..	..	..	1	28,24,172	*3,59,01,473	*3,87,25,645	*3,87,64,436
	1943	173	92,610	92,783	..	..	..	1	38,95,186	4,53,58,079	4,82,53,265	4,82,89,955
Bengal and North-Western.	1942	77	*29,085	*29,162	..	..	..	..	10,23,887	*83,73,582	*93,97,469	*93,97,469
	1943	71	29,470	29,541	..	..	..	..	12,36,284	96,70,402	1,09,06,686	1,09,06,686
Bikaner State	1942	15	4,697	4,712	..	15	15	..	1,90,969	14,49,673	16,40,642	16,40,642
	1943	17	4,600	4,617	..	..	..	..	1,93,060	14,12,684	16,05,744	16,05,744
Bengal Nagpur	1942	191	74,505	74,696	..	..	..	..	28,01,241	3,87,19,492	4,15,20,733	4,15,20,733
	1943	193	81,314	81,507	..	..	..	..	30,43,794	4,68,28,936	4,98,72,730	4,98,72,730
Bombay, Baroda and Central India	1942	160	69,810	69,970	..	15	15	..	26,70,310	4,13,78,668	4,40,48,978	4,40,48,978
	1943	163	70,237	70,400	..	1	1	..	25,25,125	4,61,05,432	4,86,30,557	4,86,30,557
East Indian	1942	238	*132,780	*133,018	..	364	364	5	45,76,402	*6,80,03,560	*7,25,79,962	*7,26,87,708
	1943	238	139,257	139,495	..	708	708	3	47,36,501	7,46,97,114	7,94,33,615	7,95,47,566
Great Indian Peninsula.	1942	*203	*95,713	*95,916	..	..	..	..	37,08,848	5,00,08,441	5,37,17,289	5,37,17,289
	1943	210	117,622	117,832	..	..	..	..	38,98,020	7,28,07,924	7,67,05,944	7,67,05,944
Jodhpur	1942	27	8,401	8,428	..	..	..	1	3,29,517	33,63,256	36,92,773	37,23,335
	1943	30	8,555	8,585	..	..	..	1	3,61,335	36,05,173	39,66,508	39,87,282
Madras and Southern Mahratta.	1942	142	49,388	49,530	..	..	..	..	22,00,571	2,50,68,688	2,72,69,259	2,72,69,259
	1943	138	53,057	53,195	..	..	..	..	22,92,547	3,05,75,074	3,28,67,621	3,28,67,621
Mysore State	1942	35	*8,041	*8,076	..	..	..	..	2,04,172	27,62,535	29,66,707	29,66,707
	1943	37	7,567	7,604	..	..	..	..	2,12,992	27,51,408	29,64,400	29,64,400
Nizam's State	1942	66	15,727	15,793	2	15	17	..	8,88,673	65,14,416	74,03,089	74,03,089
	1943	68	16,008	16,076	1	15	16	..	9,00,708	75,46,407	84,47,115	84,47,115

Railway System.	Year.	Number of staff on 31st March. Open line. Gazetted Officers.	Open line. Non-gazetted employees.	Open line. Total.	Construction. Gazetted Officers.	Construction. Non-gazetted employees.	Construction. Total.	Gazetted Officers on loan from the Indian Audit and Accounts Service.	† Cost of staff during the year ending 31st March. Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs	Rs.
North Western	1942	236	*109,073	*109,309	..	7	7	4	*40,26,845	*6,09,61,107	*6,49,87,952	*6,50,66,217
	1943	248	117,184	117,432	..	3	3	4	39,31,943	6,93,81,876	7,33,13,819	7,33,94,336
Rohilkund and Kumaon.	1942	*16	*6,298	*6,314	..	..	..	..	2,05,534	*18,21,796	*20,27,330	*20,27,330
	1943	15	6,233	6,248	..	..	..	..	2,03,187	20,77,461	22,80,648	22,80,648
South Indian	1942	112	39,185	39,297	..	..	..	..	17,37,105	1,85,10,606	2,02,47,711	2,02,47,711
	1943	117	42,296	42,413	..	..	..	..	16,64,500	2,21,17,662	2,37,82,162	2,37,82,162
Railway Clearing Accounts Office.	1942	5	1,663	1,668	..	..	..	1	62,572	15,84,111	16,46,683	16,71,466
	1943	4	1,845	1,849	..	..	..	2	82,605	17,46,159	18,28,764	18,53,077
TOTAL	1942	*1,684	*720,522	*722,206	2	416	418	12	*2,74,50,818	*36,44,21,404	*39,18,72,222	*39,21,52,369
	1943	1,722	787,855	789,577	1	727	728	11	2,82,27,787	43,66,31,791	46,48,59,578	46,51,24,872

* Represents revised figures for 1941-42 due to changes made by the railway administrations in the figures published last year.

† The figures of cost represent pay, allowances, passages, provident fund contribution and gratuity.

A comparison of the figures for 1942-43 with those for the previous year shows that the total number of staff employed on the open lines of State and Company-managed Railways increased by 67,371 during the year, and the number of construction staff increased by 310 while the number of staff on loan from the Indian Audit and Accounts Service decreased by 1.

The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs. 7,29,72,504 during the year. Increases were recorded both in the numbers and cost of staff on State-owned Railways. The general increase in numbers was due to employment of additional staff to cope with the increased traffic and the rise in cost was due to the grant of enhanced rate of dearness allowance and the payment of military compensatory and ration allowances to staff enrolled in Defence of India Military Units in certain areas.

67. Indianisation.

67.1. State-managed Railways.—(*i*) *Direct Recruitment.—Superior Services.*—41 appointments were made to the Superior Railway Services by direct recruitment. Details are given below :—

(*i*) *Direct recruitment.*

Department.	Vacancies filled by: Europeans	Indians. Hindus. Other than Depressed classes.	Hindus. Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total
Engineering	..	12	..	6	1	1	1	..	21
Accounts	..	..	..	1	..	..	..	..	1
Transportation (Traffic) and Commercial.	..	10	..	3	..	..	1	..	14
Transportation (Power) and Mechanical Engineering.	..	2	..	1	..	..	1	..	4
Stores Department	..	1	..	..	..	..	..	..	1
Total	..	25	..	11	1	1	3	..	41

The non-recruitment of Europeans was due to the suspension of recruitment in the United Kingdom for the duration of the war.

(ii) Promotions.

(*a*) *Superior Services.*—Nine officers were promoted from the Lower Gazetted Service to the Superior Services during the year; of these four were Europeans three Hindus, one Anglo-Indian or Domiciled European and one Parsi.

(*b*) *Lower Gazetted Service.*—Twenty seven promotions were made to the Lower Gazetted Service in the various Departments. Of these three were Europeans and twenty four Indians. Of the latter ten were Hindus, three Muslims, eight Anglo-Indians and Domiciled Europeans, one Sikh, one Parsi and one Jew.

67.2. Company-managed Railways.—(*i*) *Direct Recruitment.—Superior Services.*—The table below gives a summary of direct recruitment made to the Superior Services on Company-managed Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) during the year under review.

(i) Direct recruitment.

Department.	Europeans	Indians.							
		Hindus.		Muslims	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total.
		Other than Depressed classes.	Depressed classes.						
Administration	..	..	..	..	..	..	..	..	..
Accounts	..	1	..	..	..	..	..	..	1
Engineering	..	7	..	1	..	..	..	..	8
Transportation (Traffic) and Commercial.	1	2	..	2	..	..	..	..	4
Mechanical	..	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..
Other Departments	..	1	..	..	..	..	..	..	1
Total	1	11	..	3	..	..	..	..	14

Europeans . . . 6·7% Indians . . . . 93·3%

(ii) Promotions.

Thirteen officers were promoted from lower ranks to the Superior Services during the year. These comprised three Anglo-Indians or Domiciled Europeans, seven Hindus, two Muslims, and one Indian Christian.

A detailed statement by individual railways will be found in Appendix C-V (a), pages 267 to 269, of Volume II of this report.

State and Company-managed Railways.

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, gives percentages as follows:—

	Per cent.
Hindus	65·45
Muslims	25·45
Anglo-Indians and Domiciled Europeans	1·82
Sikhs	1·82
Indian Christians	5·46

68. Review of the progress made since 1934.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1934, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over if they are on the old scales of pay, and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay.

PART I.

Statement of gazetted officers (both Superior and Lower Gazetted Service) on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (permanent and temporary) (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on the 31st March 1934, 31st March 1942 and 31st March 1943.

Name of Railway.	31st March 1934.											31st March 1942.										31st March 1943.										
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.†	Other communities.†	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Bengal & Assam	95	57	..	11	18	3	3	..	1	93	188	46	77	..	15	17	2	2	2	..	115	161	52	73	..	16	24	3	3	2	..	121	173
Bombay, Baroda and Central India	123	32	..	3	2	1	3	..	7	48	171	72	47	..	14	6	1	5	14	1	88	160	67	51	..	15	9	1	6	13	1	96	163
East Indian	174	78	..	14	34	3	2	..	2	133	307	74	103	..	17	33	5	3	3	..	164	238	73	102	..	19	33	5	3	3	..	165	238
Great Indian Peninsula	145	35	..	11	9	..	7	..	6	68	213	*91	*55	..	15	*21	1	13	7	..	*112	*203	88	61	..	15	21	2	14	8	1	122	210
North Western	136	80	..	22	14	10	5	..	..	131	267	75	85	..	35	21	16	4	..	..	161	236	69	92	..	41	25	15	4	1	1	179	248
Railway Board and miscellaneous offices	38	10	..	6	6	..	1	..	1	24	62	35	26	..	5	6	2	1	..	..	40	75	34	29	..	4	7	2	..	..	..	42	76
Total	711	292	..	67	83	17	21	..	17	497	1,208	*393	*393	..	101	*104	27	28	26	1	*680	*1,073	383	408	..	110	119	28	30	27	3	725	1,108
Company-managed Railways.																																	
Bengal Nagpur	125	42	..	7	14	2	1	..	2	68	193	83	54	..	18	29	5	1	1	..	108	191	77	59	..	20	32	4	..	1	..	116	193
Bengal and North Western	59	7	..	4	2	..	..	..	..	13	72	46	13	..	9	4	4	1	..	..	31	77	37	12	..	11	6	4	1	..	..	34	71
Madras and Southern Mahratta	96	27	..	..	6	2	3	..	5	43	139	60	53	..	8	6	2	7	6	..	82	142	59	53	..	7	7	2	6	4	..	79	138
Rohilkund and Kumaon	10	2	..	3	..	..	..	..	..	5	15	*8	4	..	2	2	..	..	..	..	8	*16	7	4	..	2	2	..	..	..	..	8	15
South Indian	73	45	..	1	9	..	1	..	..	56	129	35	59	..	7	7	1	3	..	..	77	112	34	64	..	8	7	1	3	..	..	83	117
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	..	3	4	1	3	..	..	..	..	..	..	..	3	4
TOTAL	363	123	..	15	31	4	5	..	7	185	548	*233	*186	..	44	48	12	12	7	..	309	*542	215	195	..	48	54	11	10	5	..	323	538
GRAND TOTAL	1,074	415	..	82	114	21	26	..	24	682	1,756	*626	*579	..	145	*152	39	40	33	1	*989	*1,615	598	603	..	158	173	39	40	32	3	1,048	1,646

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			§1934.	1942.	1943.
Europeans		State-managed Railways	58·86	*36·63	24·57
		Company-managed Railways	66·24	*42·99	39·96
		TOTAL	61·16	*38·76	36·33
Indians	Hindus — Other than Depressed classes	State-managed Railways	24·16	*36·63	36·32
		Company-managed Railways	22·44	*34·32	36·24
		TOTAL	23·63	*35·85	36·63
	Hindus — Depressed classes	State-managed Railways	..	..	..
		Company-managed Railways	..	..	..
		TOTAL	..	..	..
	Muslims	State-managed Railways	5·55	*9·41	9·93
		Company-managed Railways	2·74	*8·12	8·92
		TOTAL	4·67	*8·98	9·60
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	6·87	*9·69	10·74
		Company-managed Railways	5·66	*8·86	10·04
		TOTAL	6·49	*9·41	10·51
Indians—concld.	Sikhs	State-managed Railways	1·41	*2·52	2·53
		Company-managed Railways	0·73	*2·21	2·05
		TOTAL	1·20	*2·42	2·37
	Indian Christians	State-managed Railways	1·74	*2·61	2·71
		Company-managed Railways	0·91	*2·21	1·86
		TOTAL	1·48	*2·48	2·43
	Parsis	State-managed Railways	†	*2·42	2·43
		Company-managed Railways	†	*1·29	0·93
		TOTAL	†	2·04	1·95
	Other communities	State-managed Railways	1·41	*0·09	0·27
		Company-managed Railways	1·28	..	..
		TOTAL	1·37	0·06	0·18
	TOTAL	State-managed Railways	41·14	*63·37	65·43
		Company-managed Railways	33·76	*57·01	60·04
		TOTAL	38·84	*61·24	63·67

* Revised figures. † Parsis included in "other communities" in 1934.

NOTE.—The staff on loan from the Indian Audit and Accounts Service are not included.

§Figures for A. B. Ry. which was a company-managed railway in 1934 have been included in B. & A. Ry. for purposes of comparison; similarly those for B.B. & C.I. Ry. have also been shown under State-managed Railways. Percentages have been altered accordingly.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over if they are on old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on new scales of pay (permanent and temporary) employed on Class I Railways (excluding and Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways), on the 31st March 1934, 31st March 1942 and 31st March 1943.

Name of Railway.	31st March 1934.											31st March 1942.‡										31st March 1943.									
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis. †	Other communities. †	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Bengal & Assam	80	176	..	13	207	6	4	..	6	412	492	58	290	..	23	185	12	6	..	5	521	579	65	322	1	36	205	8	8	..	10	590	655
Bombay, Baroda and Central India	139	300	..	35	317	4	42	..	119	817	956	109	365	..	43	261	2	38	93	32	834	943	120	378	1	48	241	4	38	95	34	839	959
East Indian	477	458	..	53	921	17	7	..	5	1,461	1,938	202	659	1	85	907	15	8	2	6	1,683	1,885	210	708	2	100	897	15	4	3	7	1,736	1,946
Great Indian Peninsula	252	225	..	35	614	10	100	..	77	1,061	1,313	126	354	2	50	641	12	105	64	33	1,261	1,387	129	361	4	53	664	12	125	87	35	1,341	1,470
North Western	333	337	..	181	352	92	23	..	33	1,018	1,351	199	389	..	265	251	101	21	18	9	1,054	1,253	168	435	..	275	263	99	19	14	8	1,113	1,281
Railway Board and miscellaneous offices	1	134	..	27	24	12	5	..	2	204	205	4	181	1	34	21	14	4	..	..	255	259	5	192	1	43	19	16	6	..	..	277	282
TOTAL	1,282	1,630	..	344	2,435	141	181	..	242	4,973	6,255	698	2,238	4	500	2,266	156	182	177	85	5,608	6,306	697	2,396	9	555	2,289	154	200	199	94	5,896	6,593
Company-managed Railways.																																	
Bengal Nagpur	181	201	..	19	395	16	12	..	6	649	830	44	294	1	32	496	21	19	3	3	869	913	43	335	1	36	489	19	18	3	2	903	946
Bengal and North Western	16	20	..	9	58	1	1	..	..	89	105	18	29	1	9	63	..	..	..	1	103	121	16	34	1	9	62	..	..	..	1	107	123
Madras and Southern Mahratta	68	51	..	..	184	..	4	..	6	245	313	38	76	..	2	137	2	8	5	1	231	269	38	83	..	2	140	1	6	6	1	239	277
Rohilkund and Kumaon	7	2	..	1	10	..	..	..	..	13	20	1	4	..	3	16	..	..	..	..	23	24	1	4	..	2	14	..	..	..	..	20	21
South Indian	39	90	..	6	159	..	10	..	1	266	305	15	95	1	7	115	..	17	..	..	235	250	12	114	..	5	113	..	19	..	..	251	263
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	..	9	..	..	..	..	..	..	..	9	9	..	11	..	..	..	..	..	..	..	11	11
TOTAL	311	364	..	35	806	17	27	..	13	1,262	1,573	116	507	3	53	827	23	44	8	5	1,470	1,586	110	581	2	54	818	20	43	9	4	1,531	1,641
GRAND TOTAL	1,593	1,994	..	379	3,241	158	208	..	255	6,235	7,828	814	2,745	7	553	3,093	179	226	185	90	7,078	7,892	807	2,977	11	609	3,107	174	243	208	98	7,427	8,234

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			§1934.	1942.	1943.
Europeans		State-managed Railways	20·50	11·07	10·57
		Company-managed Railways	19·77	7·31	6·70
		TOTAL	20·35	10·31	9·80
Indians	Hindus — Other than Depressed classes.	State-managed Railways	26·06	35·49	36·34
		Company-managed Railways	23·14	31·97	35·41
		TOTAL	25·47	34·78	36·15
	Hindus — Depressed classes.	State-managed Railways	..	0·06	0·14
		Company-managed Railways	..	0·19	0·12
		Total	..	0·09	0·13
	Muslims	State-managed Railways	5·50	7·93	8·42
		Company-managed Railways	2·22	3·34	3·29
		TOTAL	4·84	7·01	7·40
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	38·93	35·93	34·72
		Company-managed Railways	51·24	52·14	49·85
		TOTAL	41·40	39·19	37·74
Indians—concld.	Sikhs	State-managed Railways	2·25	2·47	2·34
		Company-managed Railways	1·08	1·45	1·22
		TOTAL	2·02	2·27	2·11
	Indian Christians	State-managed Railways	2·90	2·89	3·03
		Company-managed Railways	1·72	2·78	2·62
		TOTAL	2·66	2·86	2·95
	Parsis	State-managed Railways	†	2·81	3·02
		Company-managed Railways	†	0·50	0·55
		TOTAL	†	2·35	2·53
	Other communities	State-managed Railways	3·86	1·35	1·42
		Company-managed Railways	0·83	0·32	0·24
		TOTAL	3·26	1·14	1·19
	TOTAL	State-managed Railways	79·50	88·93	89·43
		Company-managed Railways	80·23	92·69	93·30
		TOTAL	79·65	89·69	90·20

*Revised figures. † Parsis included in "other communities" in 1934. ‡ Figures revised due to inclusion of employees on new scales of pay rising to Rs. 200 and over. § Figures for A.B. Ry. which was a Company-managed Ry. in 1934 have been included in B. & A. Ry. for purposes of comparison; similiarly those for B. B. & C. I. Rly. have also been shown under State-managed Railways Percentages have been altered accordingly

It will be observed that the Indian element in the superior services has risen from 41·14 per cent. on State-managed and 33·76 per cent. on Company-managed Railways in 1934 to 65·43 per cent. on State-managed and 60·04 per cent. on Company-managed Railways in 1943. Among Indians the percentages by communities in the years 1934 and 1943 were as shown below :—

Communities.	State-managed railways.		Company-managed railways.	
	Percentages.		Percentages.	
	1934.†	1943.	1934.†	1943.
Hindus { Other than depressed classes	24·16	36·82	22·44	36·24
Hindus { Depressed classes	..	..	..	..
Muslims	5·55	9·93	2·74	8·92
Anglo-Indians and Domiciled Europeans	6·87	10·74	5·66	10·04
Sikhs	1·41	2·53	0·73	2·05
Indian Christians	1·74	2·71	0·91	1·86
Parsis	*	2·43	*	0·93
Other Communities	1·41	0·27	1·28	..

* Parsis were included in " Other communities " in 1934.

†Revised due to the transfer of management of A.B. & B.B. & C.I. Railways to the State.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over in the old scales of pay and on Rs. 200 per mensem and over in the new scales of pay, the corresponding figures are as under :—

Communities.	State-managed railways.		Company-managed railways.	
	Percentages.		Percentages.	
	1934.†	1943.	1934.†	1943.
Europeans	20·50	10·57	19·77	6·70
Indians—				
Hindus { Other than depressed classes	26·06	36·34	23·14	35·41
Hindus { Depressed classes	..	0·14	..	0·12
Muslims	5·50	8·42	2·22	3·29
Anglo-Indians and Domiciled Europeans	38·93	34·72	51·24	49·85
Sikhs	2·25	2·34	1·08	1·22
Indian Christians	2·90	3·03	1·72	2·62
Parsis	*	3·02	*	0·55
Other Communities	3·86	1·42	0·83	0·24
Total Indians	79·50	89·43	80·23	93·30

* Parsis were included in " Other communities " in 1934.

†Revised due to the transfer of management of A.B. & B.B. & C.I. Railways to the State.

69. Representation of minority communities in subordinate railway services.—The figures given in Appendix C. V(*b*), pages 270-271, of Volume II of this report show by communities, the number and percentage of subordinate staff (excluding inferior servants and labourers), recruited to both permanent and temporary posts on State and Company-managed Railways during the

year 1942-43. The following figures show the over-all percentages on State and Company managed Railways during the eight years ending with 1942-43.

	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42	1942-43
(i) Combined percentage figures of permanent & temporary recruitment.								
Europeans	0·19	0·2	0·1	0·1	0·2	0·1	0·1	0·1
Hindus	57·09	54·1	55·0	56·0	57·5	56·9	62·1	66·0
Muslims	28·50	31·2	29·9	29·9	29·2	28·8	27·5	24·7
Anglo-Indians and Domiciled Europeans	8·33	8·7	9·2	7·6	7·5	6·9	3·9	3·5
Sikhs	1·70	2·1	2·3	2·2	2·1	2·2	2·2	2·1
Indian Christians	3·49 } 5·51	3·1 } 5·5	2·8 } 5·6	3·4 } 6·1	3·0 } 5·4	4·3 } 7·1	3·5 } 6·2	3·0 } 5·5
Parsis	0·32	0·3	0·5	0·5	0·3	0·6	0·5	0·4
Other communities	0·38	0·3	0·2	0·3	0·2	0·2	0·2	0·2
(ii) Percentage figures of permanent recruitment.								
Europeans	..	0·5	0·4	0·3	0·2	0·1	0·1	0·1
Hindus	..	55·6	56·0	54·4	58·0	58·7	65·0	68·6
Muslims	..	26·4	26·5	27·1	24·8	23·3	21·5	19·3
Anglo-Indians and Domiciled Europeans	..	10·7	10·9	10·3	9·5	9·6	5·7	5·3
Sikhs	..	1·2	1·3	2·2	1·3	1·3	1·2	1·3
Indian Christians	..	4·5 } 6·2	3·6 } 6·0	4·2 } 7·3	4·5 } 7·1	5·6 } 7·9	5·2 } 7·4	4·2 } 6·3
Parsis	..	0·5	0·6	0·9	0·3	1·0	1·0	0·8
Other communities	..	0·6	0·2	0·6	0·4	0·4	0·3	0·4
(iii) Percentage figures of temporary recruitment.								
Europeans	..	..	0·1	..	0·2	0·1	0·1	0·1
Hindus	..	53·0	54·4	56·9	57·0	55·8	60·8	65·4
Muslims	..	34·6	31·8	31·4	31·9	31·9	30·0	26·0
Anglo-Indians and Domiciled Europeans	..	7·4	8·3	6·1	6·3	5·4	3·2	3·0
Sikhs	..	2·3	2·5	2·2	2·4	2·7	2·6	2·2
Indian Christians	..	2·1 } 5·0	2·4 } 5·3	3·0 } 5·5	2·0 } 4·5	3·5 } 6·6	2·8 } 5·7	2·8 } 5·3
Parsis	..	0·1	0·4	0·3	0·1	0·4	0·3	0·3
Other communities	..	..	0·1	0·1	0·1	0·2	0·2	0·2

NOTE.—Separate figures for permanent and temporary recruitment are not available for 1935-36.

From the figures given above, it will be noticed that during the year under review, the Muslim and Anglo-Indian communities did not obtain their quota in the combined figure of permanent and temporary recruitment. The Muslims could not also obtain their full quota of permanent appointments, though they obtained more than the percentage prescribed for them in temporary posts. The reason for their deficiency in the former category was due to the failure of the Bengal & North Western and Bengal Nagpur Railways to recruit Muslims up to their respective quotas. The State-managed Railways were, however, able to recruit Muslims in excess of their reservations, in respect of permanent posts though not in regard to temporary posts. The general shortage in the percentage of recruitment of these minority communities is due to the poor response from members of these communities to advertisements.

It was mentioned in last year's report that orders could not be issued during that year on the recommendations of Mr. Frank D'Souza who was placed on special duty in 1939 to review the working of the Rules and orders relating to the representation of minority communities in the services of State-managed Railways. During the year under review, orders were issued to Railway administrations on the recommendations contained in the report after taking into consideration the views of the Central Advisory Council for Railways.

70. Creation of a Subordinate Service Commission on the North Western Railway.—One of the recommendations of Mr. Frank D'Souza, were to the effect that separate machinery should be set up for the recruitment of Railway subordinates. This recommendation was discussed with the Central Advisory Council for Railways, after which it was decided to establish, as an experimental measure for two years in the first instance, a Commission directly under the Railway Board to deal with the recruitment of subordinates on the North Western Railway. The Commission which consists of a Chairman and two Members is located at Lahore and it commenced functioning with effect from 15th July 1942. The periodical reports received from the Chairman of the Commission show that this machinery is being established on a sound basis. At the end of two years, the position will be reviewed before deciding on future policy in the matter.

71. Anti-corruption organisation.—Special steps were taken during the year for the apprehension and punishment of railway officials guilty of corrupt practices in the discharge of their duties. Special police and railway staff have been employed for this purpose and a number of convictions have been

obtained in the courts while other cases have been put up before the Special Tribunals set up by Government to deal with cases of corruption on Railways and in other Departments.

72. Organised Labour—All-India Railwaymen's Federation.—Two meetings were held between the Railway Board and the All-India Railwaymen's Federation during the year under review—a special meeting on the 13th April 1942 and the 21st half-yearly meeting on the 10th August 1942. The responsibilities of railway workers during war-time were discussed at the former meeting and the Federation offered the whole-hearted co-operation of all railwaymen in maintaining the normal working of the railways. At the latter meeting, (*a*) dearness allowance, (*b*) extension of provident fund benefits, (*c*) staff problems in the present emergency, (*d*) the pay limit to pass rules, (*e*) application of the hours of employment regulations to running staff and (*f*) the grievances of certain categories of staff on the Bengal and Assam, the North Western and the East Indian Railways were discussed.

73. Grain Shops.—In para. 68 of the last year's report it was stated that by the end of 1941-42 scarcity conditions in many parts of the country dictated a wide expansion of the grain shops organisation which had begun to operate on two railways in the middle of 1941. Early in the year under review, detailed instructions were issued to all railway administrations on the general lines on which the organisation should be built up. Difficulties in procurement were considerable and wheat was the only commodity which was, to some extent, controlled. The railways were expected to make whatever purchases they could in the open market failing which they had to approach Provincial Governments for securing the supplies and if this in turn should prove fruitless to approach the Central Government for the allotment of the necessary quantities of grain. In February 1943, the Central Government enunciated the principle that essential personnel had a prior claim in the distribution of available supplies as a corollary to the principle which had already been laid down as to the ultimate responsibility of the Provincial Government for the feeding of the population within the Province including all essential services. During the year under review, there was considerable difficulty in obtaining supplies through Provincial Governments but railways through their own efforts and through some *ad hoc* allotments made by the Central Government were enabled to expand the organisation of grain shops on their systems. At the end of the year there were about 160 grain shops including some mobile vans catering to about 500,000 employees. The commodities dealt with were mainly staple foodgrains although other miscellaneous articles were also put on sale on some railways. Towards the end of the year it was also decided to obtain special allotments of standard cloth for sale to the lower-paid employees of railways.

74. Dearness Allowance.—It was mentioned in last year's report that dearness allowance at certain revised rates was sanctioned with effect from 1st November 1941, the scope of the allowance being also considerably extended. In view of further rise in the cost of living, after consultation with representatives of organised labour as on the previous two occasions, orders were issued in August 1942 further raising, with effect from 15th June 1942, the rates of dearness allowance and again enlarging its scope, thus bringing them up to the following :—

(*i*) Within the municipal limits of a city having a population of not less than 250,000 inhabitants according to the census of 1941.	Rs. 10-8 per mensem to those drawing pay of Rs. 120 per mensem and under.
(*ii*) Within the municipal limits of a town having a population of 50,000 or more but less than 250,000 inhabitants according to the census of 1941, and certain other selected areas.	Rs. 8-12 per mensem to those drawing pay of Rs. 90 per mensem and under.
(*iii*) Other areas	Rs. 7 per mensem to those drawing Rs. 60 per mensem and under.

In view of the further rise in the cost of living, the above rates of dearness allowance were again raised with effect from the 1st February 1943, as below :—

(*a*) Within the municipal limits of Bombay, Calcutta and Cawnpore and such of their suburbs as had previously been included in the areas referred to at (*i*) above.	Rs. 16 per mensem to those drawing pay of Rs. 200 per mensem and under.
(*b*) Areas other than those specified in (*a*) above, within the municipal limits of a city having a population of not less than 250,000 inhabitants according to the census of 1941 or an area specially so declared.	Rs. 14 per mensem to those drawing pay of Rs. 175 per mensem and below.
(*c*) Within the municipal limits of a town having a population of 50,000 or more but less than 250,000 inhabitants according to the census of 1941 or an area specially so declared.	Rs. 11 per mensem to those drawing pay of Rs. 120 per mensem and below.
(*d*) Areas not included in (*a*) to (*c*) above . . .	Rs. 8 per mensem to those drawing pay of Rs. 90 per mensem and below.

At the close of the year the scale of allowance stood as indicated above by which time relief in kind to the staff was developing by the organization of cheap grain shops.

75. Railway Military Units (Defence of India) I. E.—During the early part of 1942 when India was threatened with invasion, the question of maintaining railway operation assumed supreme importance. One of the vital factors in this connection was the morale of the staff, and all measures that could be taken to sustain and improve this morale received anxious consideration. In consultation with, and at the suggestion of, the War Department, who were also vitally interested in the maintenance of communications, Government decided that the most effective course was to organise the staff on a military basis. A scheme of Railway (Defence of India) Units was therefore introduced in certain parts of the country.

As the primary aim was to maintain railway services, the liabilities which men undertook on enrolment were limited to the needs of the situation. Enrolment was voluntary and the men were made liable to serve only on the particular railway to which they belonged. They were to continue to perform their normal railway duties and work under the supervision of their own railway officers. They were also given elementary military training. For undertaking these restricted duties and obligations, the staff were given the following benefits in addition to their regular railway emoluments :—

(*i*) in the case of officers up to and including District rank, a military compensatory allowance of 12½ % of pay.

(*ii*) in the case of non-gazetted staff—

(*a*) a military compensatory allowance of 25% of pay ;

(*b*) a ration allowance at scales fixed by the army ;

(*c*) Batta when serving in a field service area.

and (*iii*) military uniforms on a modified scale.

The response to the scheme was satisfactory and it is considered that it has achieved the end in view.

76. Railway Staff and the War.—The growing tempo of the war and its near approach to India brought in their train numerous staff problems. The threat of invasion in the early part of the year focussed attention on methods of keeping staff steady at their posts. Certain concessions like evacuation concessions to induce staff to evacuate their families to safer areas, family allotments to such families, emergency conditions allowances during periods of enemy attack, actual or threatened, were sanctioned as required. Dispersal camps to which essential staff could be evacuated were also organised and reserve stocks of food to be used in emergencies collected. Relief for war injuries was increased beyond that provided under the War Injuries Scheme by making staff eligible for the benefits under the extraordinary pension rules or the Workmen's Compensation Act. The cumulative effect of these and certain other measures like dearness allowance and the Defence of India Scheme resulted in the maintenance of morale among the staff who continued to carry out their duties with devotion and energy. This high morale was particularly in evidence during the internal disturbances in August and September 1942 when in spite of pressure, staff continued to perform their duties both in restoring and maintaining communications, often in positions involving personal danger. For acts of individual bravery one George Medal, three other decorations and 32 commendations were earned by railwaymen. In the same connection, Government agreed to compensate railway servants for loss of their personal property as well as to grant extraordinary pensions to those injured, or to the dependents of those killed, in the disturbances.

Side by side with the problems arising out of these emergent conditions, Railways were also increasing their efforts to meet the growing demands of the war. Munitions production which had been undertaken in railway workshops from an early stage of the war was continued and increased, there being at the end of March 1943 over 20,000 railway servants engaged on munitions and other war work in railway workshops. While, in the earlier part of the year under review, staff, both gazetted and non-gazetted, were being spared for work in other Departments in connection with the war, the increasing traffic on railways in the latter half of the year made it necessary to call a halt to this dissipation of railway technical staff, especially in the case of officers. The scheme for the training of transportation troops put into effect in the previous year remained in operation throughout the year and by the end of March 1943, 21,000 trainees had been handed over to the military authorities at Jullundur. Railways also continued to participate in the scheme for the training of technicians, about 6,000 trainees being under training on railways at any one time.

CHAPTER VIII

AMENITIES FOR PASSENGERS.

77. The approach of war to Indian frontiers intensified the transport problems dealing with the military and civil needs of the country. One result was a severe curtailment of passenger train services referred to previously in para. 30·1. During the period the question of overcrowding in the remaining passenger services mostly occupied the attention of Railway Administrations, and the provision of minor facilities for passengers had perforce to assume secondary importance. The long term policies like the provision of improved types of third class carriages, improvement of waiting rooms, etc., initiated previously were, however, continued.

78. Introduction of new types of third class carriages.—Owing to acute shortage of materials, there was a greatly reduced carriage building programme and only 12 new third class carriages were placed in service, all of which conform to the Board's approved standard.

79. Measures taken to ensure security of women passengers.—The safety of women passengers continued to receive the close attention of Railways. As stock passed through shops the doors of intermediate and third class coaching vehicles were provided with standard type throw-over catches. The frames in the doors of intermediate class ladies' compartments and windows adjacent to the door pillars were also fitted with standard type catches. Third class accommodation for women passengers was provided on some Railways as near as possible to the Guard's van.

80. Booking offices and out agencies.—On the East Indian Railway one booking office in third class passenger shed at Naini station was provided and additions and alterations were made in the Calcutta Bara Bazaar Booking Office. On the North Western Railway two city booking agencies in Karachi were opened and arrangements were also made to open two additional temporary booking agencies in that city in an emergency. On the Great Indian Peninsula Railway two additional booking windows were provided at Nagpur Station.

81. Waiting rooms and waiting halls.—Four new upper class waiting rooms and seven new intermediate and third class waiting rooms and halls were opened at different stations during the year. The latter included one first class waiting room at Multan Cantonment (N. W. R.) converted into an intermediate class waiting room. Besides these, separate accommodation for ladies was also provided at Kalyan (G. I. P. R.) in the existing third class waiting hall. The policy of making the station precincts more comfortable and hygienic for the passengers was continued and supply of additional benches, improvement in water supply, installation of additional taps, provision of sanitary fittings in bath rooms, fitting of wire gauze doors to waiting and refreshment rooms, improvement of latrines, etc., was effected at various stations. Mention may also here be made of the bathing facilities for third class passengers provided at Bhatinda (N. W. R.).

82. Vendors stalls in waiting halls and on platforms.—Thirty-two new stalls were opened at different stations. Moreover, strict watch was continued on the maintenance of good standard of food and service provided by the stalls. They were frequently inspected by officials and disciplinary action taken against vendors whose working was found unsatisfactory. The food stuffs sold were subjected to chemical analyses from time to time to ensure that the food sold was of wholesome quality.

An extension of the facilities in this direction was the opening of *free canteens for troops*. These were installed at several stations by public-spirited bodies or individuals with the co-operation of the railways.

83. Steps taken to make available maximum passenger accommodation in running trains.—The difficulties of the travelling public were constantly before the railway administrations. Some of the measures adopted with a view to minimising the effect of the unavoidable curtailment of passenger train services are mentioned below :—

(*i*) strengthening passenger train rakes up to the maximum hauling capacity of the engine,

(*ii*) withdrawal of dining cars from many passenger trains and prohibition of the carriage of motor cars by passenger trains in order to make room for more passenger coaches,

(*iii*) reservation of separate carriages for Defence Services so as to prevent military passengers crowding in the coaches for public,

(*iv*) rigorous efforts to prevent ticketless travel so as to find accommodation for the legitimate passengers,

(*v*) running of special trains for large military movements so as to cause the least disturbance to ordinary passenger services,

(*vi*) better utilisation of accommodation in trains reserved for ladies, and

(*vii*) extensive propaganda to ' discourage travel ' and ' travel light '.

APPENDIX A

Convention Resolution of 1943

(Passed by the Legislative Assembly on 2nd March 1943)

"That whereas it has been found that the Convention, which was adopted under the Assembly Resolution, dated 20th September, 1924, and which was intended to relieve the General Budget from violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry on a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State, has not achieved these objects, this Assembly recommends to the Governor General in Council, that:

(*i*) for the year 1942-43, a sum of Rs. 2,35,32 thousand shall be paid to general revenues over and above the current and arrear contribution due under the Convention,

(*ii*) from the 1st April, 1943, so much of the Convention as provides for the contribution and allocation of surpluses to general revenues shall cease to be in force,

(*iii*) for the year 1943-44, the surplus on commercial lines shall be utilised to repay any outstanding loan from the depreciation fund and thereafter be divided 25 per cent. to the railway reserve and 75 per cent. to general revenues, the loss, if any, on strategic lines being recovered from General Revenues, and

(*iv*) for subsequent years and until a new convention is adopted by the Assembly, the allocation of the surplus on commercial lines between the railway reserve and general revenues shall be decided each year on consideration of the needs of the railways and general revenues, the loss, if any, on strategic lnes being recovered from general revenues."

APPENDIX B

Officers of the Railway Department (Railway Board) and attached Offices on 31st March 1943.

The Hon'ble Sir Edward Benthall, Member of Council of the Governor General.

Railway Board.

Sir Leonard Wilson	Chief Commissioner of Railways.
Mr. T. S. Sankara Aiyar, C.I.E.	Financial Commissioner of Railways.
Sir Hugh Raper	Member.
Col. H. W. Wagstaff, M. C.	Member.
Mr. D. Colin Campbell	Director, Accounts.
,, S. E. L. West, O.B.E., V.D.	Director, Traffic.
,, L. H. Swain	Director, Civil Engineering.
,, L. N. Flatt	Director, Mechanical Engineering.
,, I. S. Puri	Director, Finance.
Khan Bahadur M. D. Sheikh	Director, Establishment.
Mr. J. D. Michael	Secretary.
,, R. V. Ramchandani	Deputy Director, Accounts.
,, W. S. Benton	Officer on Special Duty (A.R.P.).
,, A. K. Basu	Deputy Director, Traffic (Commercial).
,, V. Nilakantan	Deputy Director, Establishment.
,, N. C. Watney	Deputy Director, Mechanical Engineering.
,, A. R. Soofi	Deputy Director, Finance.
,, H. M. Jagtiani	Deputy Director, Traffic (War) Temporary.
,, Thomas Kidd	Deputy Director, Mechanical (Stores) ,,
,, H. F. Simpson	Deputy Director, Traffic (Transportation) ,,
,, B. Arora	Deputy Director, Traffic (General) ,,
,, A. Johnson	Deputy Director, Mechanical (Bolts) ,,
,, Q. F. Rahman	Deputy Director, Civil Engineering, I, ,,
,, L. B. Ramchandani	Assistant Director, Finance, ,,
,, H. W. C. C. Smith	Assistant Secretary.
,, J. V. Stuart Edwards, M.B.E.	Assistant Director, Engineering, ,,

Attached Offices.

(Central Standards Office.)

Mr. E. Ingoldby, C.I.E.	Chief Controller of Standardisation.
,, H. Wood Robinson	Deputy Chief Controller (Civil).
,, T. G. Creighton	Deputy Chief Controller (Mechanical).
,, P. R. Agarwal	Assistant Chief Controller (Specifications & Records).
,, D. W. Runciman	Assistant Chief Controller (Mechanical).
,, K. P. Chatterjee	Assistant Chief Controller (Civil).
,, W. A. Nightingale	Research Officer.
,, H. Rideau	Dynamometer Car Officer.

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

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ON

INDIAN RAILWAYS

FOR

1942-43

Volume II—Statistics

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Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 1-10-0 or 2*sh.* 6*d.* Volume II, Rs. 7-8-0 or 11*sh.* 6*d.* [1941-42].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways corrected up to 31st December 1941. Price Rs. 3-12-0 or 6*s.*

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially. Price Rs. 4-10- or 7*sh.* 3*d.*

TECHNICAL PAPERS.

(4) Over 310 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained gratis from the Chief Controller, Standardisation, Central Standards Office for Railways, New Delhi. A few of the more important Technical papers are mentioned below :—

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Technical Paper.		*Name.*	*Author.*
No.	72	The design of well foundations for bridges	(Compiled.)
„	148	Statistics of Railway working expenditure	G. DEUCHARS.
„	153	River training and control on the guide bank system	F. J. E. SPRING.
„	215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„	219	Technical education in relation to railways in America	H. L. COLE.
„	239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
„	242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
„	243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
„	244	Sleeper spacing and the effect of the new Permissible Axle-loads	A. F. HARVEY.
„	245	Report of the Indian Railway Bridge Committee on track stresses.	
„	247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
„	249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„	250	Axle-loads, Wheel Diameter and railheads dimensions.	
„	251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
		Description of the planning, Progress, Coaling and Engine Repair, Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
„	256	Notes on the preparation of railway projects	H. L. GLASS.
„	259	The estimation of Passenger earnings on new projects	A. LINES.
„	261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
„	262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
„	263	Note on composite Index numbers of Indian Railways	W. G. BARNETT.
„	264	Memorandum on Traffic Surveys	R. N. NICOLLS.
„	266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
„	267	Flood-Lighting, 1929	H. J. MULLENEUX.
„	271	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	KAMESAM.
„	272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint)
„	273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
„	275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
„	276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
„	277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
„	278	Notes on Tube Railway Construction	H. G. SALMOND.
„	279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
„	280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

Technical paper.		*Name.*	*Author.*
No.	281	The Belt System of Repairs introduced in the Loco. Workshops at Kancharapara	R. DE VERA IRWIN & J. R. POTTER.
,,	282	Note on " Fridera " a composition for reconditioning abraised spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
,,	283	Description of a system introduced in the Stores Department of E. I. Railway with appendices	F. G. S. MARTIN AND A. R. A. HARE DUKE.
,,	284	Notes on progressive system of wagon repairs as introduced in N. W. R. Workshops at Moghalpura	B. S. SINDHU.
,,	285	Notes on the methods by which the provisions in the English Railway Act of 1921 were framed both from the points of view of the Railway Coys. and of the compilers of the Act	E. A. SIMS.
,,	286	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of standard rail and fish plate sections)	A. M. SIMS.
,,	287	Report on Oil Burners and Wicks for Signal Lamps	H. E. COX.
,,	288	G. I. P. Railway Dynamometer Car, Report Nos. 11, Train Resistance	C. W. CLARKE.
,,	289	The Hump Yard in India	MAJOR H. W. WAGSTAFF.
,,	290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
,,	291	Controlled Concrete	A. W. CRIPS VILLIERS.
,,	292	Hints on the Construction of a Railway in the plains with special reference to Bengal	K. B. RAY.
,,	293	Simplified Design of Masonry Arch by Elastic Theory	A. VASUDEVAN.
,,	294	Frame Arch Spans for Railway Loadings	H. J. NICHOLAS.
,,	295	The Hallade Track Recorder and Hints on the Maintenance of Curves	REPRINT.
,,	296	Paint Flaking on Railway Carriages	H. M. R. MORSE.
,,	297	The Maximum Length of Rails as affected by the range of temperature and the design of Rail-Joints	A. M. SIMS.
,,	298	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
,,	299	The determination of the permissible speeds on Curves	E. PROCTER.
,,	300	Report on investigation into modern methods of introducing Transition Curves economically into existing lines of Railway.	R. H. MARTIN.
,,	301	Note on Reconditioning of Curves	R. STRICK.
,,	302	The Coach Painters Handbook and Guide	T. VILLIERS.
,,	303	Wear of Rails on curves and check rails clearances required on curves of 4° and sharper.	A. M. SIMS.
,,	304	Description of the method of Locomotive Repair as carried out in the Khargpur Workshops of the Bengal Nagpur Railway	L.G. BAILEY.
,,	305	Primary Stresses in Railway Tracks	W.E. GELSON.
,,	306	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C.W. SCOTT.
,,	307	Earthquake Reconstruction on Quetta (Railway) Division, 1936—40	R.O.C. THOMSON.
,,	308	Braking Distances of Metre Gauge Trains	E. W. BAKER.
,,	309	The Section and Armour of a Guide Bank for the Training and Control of the Great Alluvial Rivers	K. B. RAY.
,,	310	The Heat Treatment of Steel and Iron with Notes on Cemented Carbide Tools	C. W. CLARKE.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

INTRODUCTORY NOTE

1. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs or ten millions.

(*c*) One *anna* equals $\frac{1}{16}$ th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$ th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

2. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47).

3. The Bengal and North Western and the Rohilkund and Kumaon Railways have come under State-management from 1st January 1943. From the same date the two were amalgamated and the combined system named as the Oudh and Tirhut Railway. In order, however, to present the statistics in a form comparable with the previous year to the maximum extent, this change has been generally ignored in this Volume except in Statements 1 to 4 and Summaries I to VI.

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Page.	Railway or Item(s) Heading(s)	Year.	Column.	As printed.	As should be.
9.	III.(b) Total Other Railways. 3' 3 3/8" gauge.	-	10	115.62	115.92
12.	8. Average miles a ton of goods was carried.	-	5	46.1	46.6
43.	R[illegible] (a).	-	-	(-33 thousands)	(-23 thousands)
49.	[illegible] Class I Railways.	1941-42	7	87,95,23	87,95,16
50.	Cutch State.	1942-43	11	1	11
[illegible]	Bengal and Assam (3' 3 3/8" gauge).	1942-43	5	2.90	22.90
60.	Matheran (Hill) Light.	1942-43	7	33.9	33.09
91.	Total (5' 6" gauge).	-	24	-8	8
97.	Bombay, Baroda and Central India. (3' 3 3/8" gauge).	1942-43	29	14, 2	14,0
101.	Total (5' 6" gauge).	1941-42	19	9	6,4[illegible]
122.	Bengal and North Western.	1942-43	27	90	[illegible]
136.	Total (5' 6" gauge) Steam.	1941-42	6	114,362	114,362
144.	Total (5' 6" gauge).	1941-42	8	*4,167,939	*4,167,959
181.	Mysore State (M.G.).	-	34	-8.30	8.30
198.	B.&.A.(M.G.).	-	175	0.0	0.04
198.	B.&.N.W.	-	177	1,76, 82	1,76,78[illegible]
200.	S.I.(B.G.).	-	196	1.65	1.[illegible]
203.	M.&.S.M.(B.G.).	-	222	69,10,521	59,10,521
208.	S.I. (M.G.).	-	257	9,983	52,289
208.	S.I. (M.G.).	-	258	1.48	7.75
208.	S.I. (M.G.).	-	259	0.19	0.99
208.	S.I. (M.G.).	-	260	0.03	0.16
216.	Foot note (b) (Gl's only.)	-		Rs.76,788 (B.G.Rs.30,159& M.G.Rs.46,629)	Rs.27,66,056 (B.G.Rs.18,68,60[illegible] &M.G.Rs.8,97,45[illegible]
219.	Item No.4	1942	4	**103.9	**103.19
228.	Baraset-Basirhat Light.	1941-42	14	1,267,3	1,267,5
237.	Burdwan-Katwa	1941-42	27	,,	Nil
252.	Rly.Board and Misc. Offices (Heading III-Cost-Gratuity).	1941-42	-	47,350	47,[illegible]
252.	[illegible] managed Total(Heading [illegible] Cost-Passages).	1942-43	-	,079	1,079
257.	[illegible] 5.02(a) Hindus-Other than Depressed Classes.	-	27	2	28
259.	Item No.10. [illegible]2(h).	-	27	1,041	1,048
263.	Item No. 5.02(e)	-	22	*18	*8
263.	Item No. 5.02(h)	-	22	*189	*185
263.	Item No. 5.02(h)	-	23	157	197

SECTION A

SUMMARIES

B10RB

[For details, see Statement 1, pages 22-23

SUMMARIES.

1.—*Summary of the Net Revenue Receipts of State-owned Railways for the years 1941-42 and 1942-43 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

NOTE :—Please see note under heading of summary No. II (a).

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. $\left(\frac{\text{Col.4}\times100}{\text{Col. 3}}\right)$	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. $\left(\frac{\text{Col. 9 or 10}\times100}{\text{Col. 3}}\right)$
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1941-42*	*5,61,58,58*	*40,74,15*	*7·25*	*47,45*	*20,93,14*	*21,40,59*	*19,33,56*	..	*3·44*
	1942-43	5,92,54,78	55,24,68	9·32	20,89	21,24,14	21,45,03	33,79,65	..	5·70
2. State Lines worked by Companies or by Indian States.	*1941-42*	*1,92,96,46*	*14,83,57*	*7·69*	*45,43*	*7,51,18*	*7,96,61*	*6,86,96*	..	*3·56*
	1942-43	1,79,80,79	15,91,67	8·85	63,25	6,79,54	7,42,79	8,48,88	..	4·72
3. Miscellaneous items	*1941-42*	*17,56*	..	..	..	*2*	*2*		*2*	*—0·10*
	1942-43	16,39	..	..	..	13	—13	13	..	0·94
4. Grand Total	*1941-42*	*7,54,72,60*	*55,57,72*	*7·36*	*92,88*	*28,44,34*	*29,37,22*	*26,20,50*	..	*3·47*
	1942-43	7,72,51,96	71,16,35	9·21	84,14	28,03,55	28,87,69	42,28,66	..	5·47

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

[*For details, see Statement 2 (a), pages 24—27.*]

I-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1942 and 1943.

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted *into* rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(*In thousands of rupees.*)

Details.	State-owned lines worked by the State.		State-owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1942.	31st March 1943.	*31st March 1942.*	31st March 1943.	*31st March 1942.* (Cols. 2+4.)	31st March 1943. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year	..	..	..	..	..	..
(*b*) To end of the year	*1,35,98,19*	1,35,98,19	*25,11,24*	25,11,24	*1,61,09,43*	1,61,09,43
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works	*—2,38,45*	16,41,06	*30,01*	20,46	*—2,08 44*	16,61,52
(*b*) Rolling-stock	*—1,24,79*	—1,26,72	*—1,09,20*	—3,84	*—2,33,99*	—1,30,56
(*c*) General charges	*—22,23*	—56	*34*	—4	*—21,89*	—60
(*d*) Stores, etc., not finally charged off in the accounts.	*34,24*	2,69,46	*26,38*	40,27	*60,62*	3,09,73
(*e*) Total	*—3,51,23*	—17,83,24	*—52,47*	56,85	*—4,03,70*	18,40,09
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works	*2,91,92,83*	3,14,01,00	*1,08,35.70*	99,29,80	*4,00,28,53*	4,13,30,80
(*b*) Rolling-stock	*1,08,41,06*	1,12,58,12	*47,89,57*	44,50,16	*1,56,30,63*	1,57,08,28
(*c*) General charges	*15,96,37*	17,47,94	*8,03,28*	7,41,85	*23,99,65*	24,89,79
(*d*) Stores, etc., not finally charged off in the accounts.	*9,30,13*	12,49,53	*3,74,23*	3,64,13	*13,04,36*	16,13,66
(*e*) Total	*4,25,60,39*	4,56,56,59	*1,68,02,78*	1,54,85,94	*5,93,63,17*	6,11,42,53
4. *Total Capital at charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*5,61,53,58*	5,92,54,78	*1,93,14,02*	1,79,97,18	*7,54,72,60*	7,72,51,96

11-B.—Summary of Capital Outlay to end of the years 1941-42

Classification	Year.	Capital outlay during the year.				
		Work.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways under Guarantee Terms—						
(a) Worked by the branch line company	*1941-42* .	*—138*	*—26*	*1,40*	*—3*	*—27*
	1942-43 .	3	—9	Nil	—2	—8
(b) Worked by the main line . .	*1941-42* .	*6*	*Nil*	*Nil*	*Nil*	*6*
	1942-43 .	Nil	Nil	Nil	Nil	Nil
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1941-42* .	*40*	*1*	*Nil*	*Nil*	*41*
	1942-43 .	19	9	2	Nil	30
3. Branch line Companies' Railways under guarantee and rebate terms.	*1941-42* .	*79*	*Nil*	*Nil*	*Nil*	*79*
	1942-43 .	1,36	Nil	4	Nil	1,40
4. Companies' lines subsidized by the Government of India.	*1941-42* .	*5,55*	*—8*	*15*	*1,14*	*6,76*
	1942-43 .	5	—69	2	1,41	79
5. Companies' lines subsidized by Provincial Governments.	*1941-42* .	*16*	*—56*	*Nil*	*47*	*7*
	1942-43 .	Nil	—8	—3	20	9
6. Lines owned by Unassisted Companies and Private Bodies.	*1941-42* .	*2*	*Nil*	*Nil*	*3*	*5*
	1942-43 .	1,70	—11	Nil	3	1,62
7. District Board lines	*1941-42* .	*1*	*—1*	*Nil*	*Nil*	*Nil*
	1942-43 .	3	Nil	Nil	Nil	3
8. Companies' lines subsidized by District Boards.	*1941-42* .	*4,05*	*1,73*	*—9*	*—26*	*5,43*
	1942-43 .	32	—28	Nil	188	1,92
9. Indian State lines worked by Indian States .	*1941-42* .	*22,07*	*—14,67*	*56*	*20,32*	*28,28*
	1942-43 .	33,29	7,77	1,63	—15,20	27,49
10. Indian State lines worked by the main line .	*1941-42* .	*1,08*	*2,13*	*3*	*1,88*	*5,12*
	1942-43 .	1,24	—1,39	4	—3	—14
11. Companies' lines guaranteed by Indian States	*1941-42* .	*1*	*Nil*	*Nil*	*Nil*	*1*
	1942-43 .	2	Nil	Nil	Nil	2
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1941-42* .	*—2*	*Nil*	*Nil*	*Nil*	*—2*
	1942-43 .	—2	Nil	Nil	Nil	—2
13. Total .	*1941-42* .	*32,80*	*—11,71*	*2,05*	*23,55*	*46,69*
	1942-43 .	38,21	5,22	1,72	—11,73	33,42
14. Miscellaneous .	*1941-42* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1942-43 .	Nil	Nil	Nil	Nil	Nil
15. Grand Total . .	*1941-42* .	*32,80*	*—11,71*	*2,05*	*23,55*	*46,69*
	1942-43	38,21	5,22	1,72	—11,73	33,42

[*For details see Statement 2 (b), pages 28—39.*]

and 1942-43 of other than State-owned Railways. (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
91,74	*21,06*	*10,71*	*2,31*	*1,25,82*	(*a*) Worked by the branch line company.
91,78	20,97	10,71	2,29	1,25,75	
51,34	*1,17*	*3,30*	*Nil*	*55,81*	(*b*) Worked by the main line.
51,34	1,17	3,30	Nil	55,81	
5,67,87	*50,62*	*77,14*	*Nil*	*6,95,63*	2. Branch line Companies' Railways under rebate terms worked by the main line.
4,41,36	50,71	66,13	Nil	5,58,20	
1,81,59	*2,88*	*9,88*	*2,00*	*1,96,35*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,82,95	2,88	9,92	2,00	1,97,75	
**11,95,35*	*4,16,12*	*1,14,71*	*10,75*	*17,36,93*	4. Companies' lines subsidized by the Government of India.
*1,75,73	60,75	8,19	5,22	2,49,89	
1,09,46	*70,85*	*20,91*	*¶2,61*	*¶2,03,83*	5. Companies' lines subsidized by Provincial Governments.
1,09,46	70,77	20,88	2,81	¶2,03,92	
46,40	*8,43*	*2,29*	*17*	***86,29*	6. Lines owned by Unassisted Companies and Private Bodies.
77,11	8,32	2,29	14	**87,86	
48,30	*4,90*	*4,90*	*Nil*	*58,10*	7. District Board lines.
48,34	4,90	4,90	Nil	58,14	
34,92	*43,86*	*55*	*3,57*	*1,32,90*	8. Companies' lines subsidized by District Boards.
35,24	43,57	55	5,02	1,34,38	
33,48,70	*10,78,56*	*2,14,16*	*1,35,51*	*47,76,93*	9. Indian State lines worked by Indian States.
33,96,38	10,86,33	2,16,46	1,20,30	48,19,47	
8,66,22	*51,74*	*69,40*	*6,60*	*9,93,96*	10. Indian State lines worked by the main line.
8,53,05	50,31	68,77	6,57	9,78,70	
8,57	*6,39*	*1,76*	*Nil*	*16,72*	11. Companies' lines guaranteed by Indian States.
8,59	6,39	1,76	Nil	16,74	
‡ 2,43,26	*Nil*	*1,51*	*Nil*	*2,44,77*	12. Lines in Foreign territory worked by British Indian Railway Companies.
§§ 2,43,24	Nil	1,51	Nil	2,44,75	
68,43,72	*17,56,58*	*5,31,22*	*1,63,52*	*93,24,04*	13. Total.
57,64,57	14,07,07	4,15,37	1,44,35	77,31,36	
8,23	*Nil*	*64*	*Nil*	*‡‡8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	‡‡8,87	
68,51,95	*17,56,58*	*5,31,86*	*1,63,52*	*93,32,91*	15. Grand Total.
57,72,80	14,07,07	4,16,01	1,44,35	77,40,23	

* Includes Rs. 11,95,000 being the capital outlay of Matheran (Hill) Light Railway to the end of 1927-28, the details of which are not available.

‡ Includes Rs. 2,31,29,000 } being the capital outlay of the West of India Portuguese Railway, the details of which are not available.
§§ Includes Rs. 2,31,28,000 }

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

** Includes Rs. 29,00,000 in respect of Cochin Harbour Railway, details for which are not available.

‡‡ Made up of outlay by Forest Department on the Alnavar Dandeli Railway.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railways for the years 1941-42 and 1942-43.*

Particulars.	Central.						Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
	1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.
	2	3	4	5	6	7	8	9
1. Interest on sterling debt .. .. £	*1,988,094*	1,361,167	*179,636*	53,181	..	..	*2,167,730*	1,414,348
2. Interest on capital contributed by companies:—								
(*a*) On share capital .. .. £	*104,716*	*102*	*315,000*	*315,000*	..	..	*419,716*	*315,102*
(*b*) On debenture and debenture stock .. .. £	*34,998*	*99,206*	*271,936*	*183,172*	..	..	*306,934*	*282,378*
3. Total .. .. £	*139,714*	99,308	*586,936*	498,172	..	..	*726,650*	597,480
4. Grand Total .. .. £	*2,127,808*	1,460,475	*766,572*	551,353	..	..	*2,894,380*	2,011,828
5. Converted into rupees at average rate of exchange (In thousands of rupees.) ..	*2,85,05*	1,94,81	*1,01,85*	73,51	(*a*) *27*	(*a*) 13	*3,87,17*	2,68,45
6. Interest on capital outlay provided by Government (In thousands of rupees.) ..	*15,59,06*	15,84,81	*6,05,21*	5,45,16	*—25*	—26	*21,64,02*	21,29,71
7. Interest on rupee debt and annuities (In thousands of rupees.)	*2,49,03*	3,44,52	*44,12*	60,87	..	..	*2,93,15*	4,05,39
Grand Total .. .. (In thousands of rupees.)	*20,93,14*	21,24,14	*7,51,18*	6,79,54	*2*	—13	*28,44,34*	28,03,55

(*a*) Represents exchange charges.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1941-42 and 1942-43.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State.	*1941-42*	*98,76,04*	*—43,44*	*98,32,60*	*46,29,25*	*9,41,42*	*59,67*	*56,30,34*	*1,28,11*	*40,74,15*	*46·87*
	1942-43	1,20,13,83	—69,12	1,19,44,71	51,54,78	9,55,20	75,03	61,85,01	2,35,02	55,24,68	42·03
State Railways worked by Companies or Indian States and Miscellaneous.	*1941-42*	*36,58,25*	*26,72*	*36,84,97*	*16,34,35*	*3,26,57*	*30,67*	*19,91,59*	*2,09,81*	*14,83,57*	*44·68*
	1942-43	36,31,84	—29,01	36,02,83	16,59,13	3,02,45	8,65	19,70,23	40,93	15,91,67	45·68
Total	*1941-42*	*1,35,34,29*	*—16,72*	*1,35,17,57*	*62,63,60*	*12,67,99*	*90,34*	*76,21,93*	*3,37,92*	*55,57,72*	*46·28*
	1942-43	1,56,45,67	—98,13	1,55,47,54	68,13,91	12,57,65	83,68	81,55,24	2,75,95	71,16,35	43.55

[*For details, see Statement 5, pages 43—47.*]

V.—Summary of $\frac{\textit{Capital at Charge*}}{\textit{Capital Outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1941-42 and 1942-43.*

[In thousands of rupees.]

(Note.—Please see notes under headings of Summary IIA and Statement 5.)

Classification.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 4—5.)	Percentage of working expenses to gross earnings. {Col.5×100 / Col. 4.}	Percentage of net earnings on total capital at charge given in column 3. {Col.6×100 / Col. 3.}
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1941-42*	*8,19,68,38*	*1,41,20,93*	*78,31,39*	*62,89,54*	*55·46*	*7·67*
	1942-43	8,20,97,64	1,63,35,47	84,34,25	79,01,22	51·63	9·62
Class II Railways	*1941-42*	*20,60,30*	*(c) 2,80,62*	*1,50,35*	*(c) 1,30,27*	*53·58*	*6·32*
	1942-43	21,17,50	3,72,92	1,64,00	2,08,92	43·98	9·87
Class III Railways	*1941-42*	*5,95,99*	*(c) 67,82*	*(c) 47,84*	*(c) 19,98*	*(c) 70·54*	*(c) 3·35*
	1942-43	5,96,88	79,16	50,45	28,71	63·73	4·81
Other items not included in the preceding heads	*1941-42*	*1,80,84*	..	*2,94*	*—2,94*	..	..
	1942-43	1,80,17	1	2,80	—2,79	..	..
		By Ownership.					
Total State Railways (*a*)	*1941-42*	*7,52,91,76*	*1,29,36,83*	*72,63,62*	*56,73,21*	*56·15*	*7·53*
	1942-43	7,70,71,79	1,53,54,90	79,44,13	74,10,77	51·74	9·62
Other items not included in the preceding heads.	*1941-42*	*1,80,84*	..	*2,94*	*—2,94*	..	..
	1942-43	1,80,17	1	2,80	—2,79	..	..
Total other Railways	*1941-42*	*93,24,04*	*(c) 15,31,95*	*(c) 7,65,51*	*(c) 7,66,44*	*49·97*	*8·22*
	1942-43	77,31,36	14,31,88	7,04,05	7,27,83	49·17	9·41
Miscellaneous (*b*)	*1941-42*	*8,87*	*59*	*45*	*14*	..	..
	1942-43	8,87	77	52	25	..	..
Grand Total	*1941-42*	*8,48,05,51*	*(c) 1,44,69,37*	*(c) 80,32,52*	*(c) 64,36,85*	*55·51*	*7·59*
	1942-43	8,49,92,19	1,67,87,56	86,51,50	81,36,06	51·54	9·57

*In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35 ; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

(*c*) Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62—77.*]

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, *Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1941-42 and 1942-43.*

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1941-42(f)*	*15,410·90*	*4,61,42,05*	*78,31,69*	*45,01,59*	*33,30,10*	
	1942-43(*d*)	22,295·84	5,90,91,00	1,17,99,78	60,24,34	57,75,44	
2. State lines worked by ‖companies(*a*)	*1941-42(g)*	*13,834·49*	*2,91,49,71*	*51,05,14*	*27,62,03*	*23,43,11*	
	1942-43 (*e*) (*k*) & (*l*)	8,653·86	1,79,80,79	35,55,12	19,19,79	16,35,33	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1941-42*	*177·93*	*1,25,82*	*7,70*	*7,68*	*2*	
	1942-43	177·93	1,25,75	9,82	9,52	30	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1941-42*	*82·61*	*55,81*	*2,99*	*1,52*	*1,47*	
	1942-43	82·61	55,81	3,00	1,51	1,49	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1941-42*	*1,023·02*	*6,95,63*	*97,64*	*48,38*	*49,26*	
	1942-43	867·30	5,58,20	69,84	37,83	32,01	
6. Branch line companies' railways under Guarantee and Rebate terms.	*1941-42*	*175·11*	*1,96,35*	*17,25*	*8,84*	*8,41*	
	1942-43	178·70	1,97,75	18,13	8,24	9,89	
7. Companies' lines subsidized by the Government of India.	*1941-42*	*1,884·62*	*17,36,93*	*3,32,62*	*1,48,64*	*1,83,98*	
	1942-43(*c*)(*j*)	307·68	2,49,89	45,82	21,49	24,33	
8. Companies' lines subsidized by Provincial Governments.	*1941-42*	*135·07*	*2,03,83*	*† 37,99*	*22,56*	*† 15,43*	
	1942-43	135·07	2,03,92	42,52	24,15	18,37	
9. Lines owned by Unassisted companies and Private bodies.	*1941-42*	*102·45*	*86,29*	*5,91*	*4,62*	*1,29*	
	1942-43	102·45	87,86	9,70	6,46	3,24	
10 District Board lines	*1941-42*	*83·97*	*58,10*	*9,77*	*5,56*	*4,21*	
	1942-43	83·97	58,14	9,03	4,94	4,09	
11. Companies' lines subsidized by District Boards	*1941-42*	*258·21*	*1,32,90*	*29,73*	*21,26*	*8,47*	
	1942-43	258·21	1,34,38	34,27	21,68	12,59	
12. Indian State lines worked by Indian States.	*1941-42(i)*	*6,051·78*	*47,76,93*	*7,82,42*	*3,91,93*	*3,90,49*	
	1942-43(*m*)	6,164·49	48,19,47	9,54,51	4,55,97	4,98,54	
13. Indian State lines worked by the main line.	*1941-42(h)*	*1,125·92*	*9,93,96*	*1,85,31*	*91,45*	*93,86*	
	1942-43	1,085·64	9,78,70	2,08,70	98,87	1,09,83	
14. Companies' lines guaranteed by Indian States.	*1941-42*	*38·63*	*16,72*	*1,98*	*1,17*	*81*	
	1942-43	38·63	16,74	2,65	1,24	1,41	
15. Lines in foreign territory worked by British Indian railway companies.	*1941-42*	*73·54*	*2,44,77*	*20,64*	*11,90*	*8,74*	
	1942-43	73·54	2,44,75	23,89	12,15	11,74	
16. Miscellaneous (*b*)	*1941 42*	*19·12*	*8,87*	*59*	*45*	*14*	
	1942-43	19·12	8,87	77	52	25	
17. Other items not included in the preceding heads.	*1941-42*	..	*1,80,84*	..	*2,94*	*—2,94*	
	1942-43	..	1,80,17	1	2,80	—2,79	
18. Total	*1941-42*	*40,477·37*	*8,48,05,51*	*† 1,44,69,37*	*†80,32,52*	*†64,36,85*	
	1942-43	40,525·04	8,49,92,19	1,67,87,56	86,51,50	81,36 06	

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

(‖) Includes State lines worked by Indian States. † Revised figures.

(*a*) Please see footnote (*a*) in Summary V on page 7. (*b*) Represents figures pertaining to Alnavar-Dandeli Provincia railway.

(*c*) Excludes } Bengal and North Western and Rohilkund and Kumaon Railways which were brought under State management with
(*d*) Includes } effect from 1st January 1943.

(*e*) Excludes } Tirhut and Mashrak Thawe Railways which were brought under State management with effect from 1st January 1943.
(*d*) Includes }

(*f*) Excludes } Assam Bengal and Bombay, Baroda & Central India Railways which were brought under State management with
(*g*) Includes } effect from 1st January 1942.

(*i*) Excludes } Dhrangadhara Railway taken over by Morvi Railway from the B.B. & C.I. with effect from 1st January 1942.
(*h*) Includes }

(*j*) Excludes } Mirpur Khas Khadro Railway purchased by the Government of India with effect from 1st January 1943.
(*k*) Includes }

(*l*) Excludes } Total mileage, total Capital outlay and Gross earnings etc. for the period from 1st October 1942 to 31st March
(*m*) Includes } 1943 in respect of Broach Jambusar and Samni Dahej Railways sold to the Baroda Durbar from 1st October 1942.

[*For details, see Statement 8, pages 62—77.*]

VII.—Summary of the Mileage of Railways as on 31st March 1943.

Classification.	Route mileage open on the 31st March 1943.			Track Mileage open on the 31st March 1943.			Route mileage opened during the financial year 1942-43.	Route mileage authorised but not open for traffic on 31st March 1943.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,230·99	3,451·29	20,682·28	24,418·15	7,826·72	32,244·87	143·65	*Nil*	*Nil*
3′ 3¾″ gauge	13,971·97	96·45	14,068·42	14,180·42	2,967·52	17,147·94	2·82	*Nil*	†100·69
2′ 6″ and 2′ 0″ gauges (*o*)	2,041·93	*Nil*	2,041·93	2,041·93	239·11	2,281·04	*Nil*	*Nil*	*Nil*
Total	33,244·89	3,547·74	36,792·63	40,640·50	11,033·35	51,673·85	146·47	*Nil*	100·69
(*b*) Class II Railways—									
3′ 3¾″ gauge	1,768·32	*Nil*	1,768·32	1,768·32	346·11	2,114·43	3·59	66·71	15·23
2′ 6″ and 2′ 0″ gauges (*p*)	869·69	*Nil*	869·69	869·69	114·15	983·84	*Nil*	*Nil*	*Nil*
Total	2,638·01	*Nil*	2,638·01	2,638·01	460·26	3,098·27	3·59	66·71	15·23
(*c*) Class III Railways—									
3′ 3¾″ gauge	145·90	*Nil*	145·90	145·90	20·87	166·77	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	948·50	*Nil*	948·50	949·91	106·07	1,055·98	*Nil*	*Nil*	*Nil*
Total	1,094·40	*Nil*	1,094·40	1,095·81	126·94	1,222·75	*Nil*	*Nil*	*Nil*
II. (*a*) Total State owned Railways—									
5′ 6″ gauge §§	15,499·30	3,451·29	18,950·59	22,686·46	7,542·79	30,229·25	143·65	*Nil*	*Nil*
3′ 3¾″ gauge (*m*)*	9,023·17	45·36	9,068·53	9,129·44	2,112·98	11,242·42	2·82	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges (*o*)	1,368·68	*Nil*	1,368·68	1,368·68	185·70	1,554·38	*Nil*	*Nil*	*Nil*
Total	25,891·15	3,496·65	29,387·80	33,184·58	9,841·47	43,026·05	146·47	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge§	1,731·69	*Nil*	1,731·69	1,731·69	283·93	2,015·62	*Nil*	*Nil*	*Nil*
3′ 3¾″ gauge (*n*) **	6,863·02	51·09	6,914·11	6,965·20	1,221·52	8,186·72	3·59	66·71	115·92
2′ 6″ and 2′ 0″ gauges (*p*)	2,491·44	*Nil*	2,491·44	2,492·85	273·63	2,766·48	*Nil*	*Nil*	*Nil*
Total	11,086·15	51·09	11,137·24	11,189·74	1,779·08	12,968·82	3·59	66·71	115·92
III. (*a*) Total State-managed Railways—									
5′ 6″ gauge	12,640·30	3,145·35	15,785·65	19,208·16	6,329·39	25,537·55	143·65	*Nil*	*Nil*
3′ 3¾″ gauge*	4,569·76	12·61	4,582·37	4,594·98	1,122·71	5,717·69	2·82	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	988·30	*Nil*	988·30	988·30	130·30	1,118·60	*Nil*	*Nil*	*Nil*
Total	18,198·36	3,157·96	21,356·32	24,791·44	7,582·40	32,373·84	146·47	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	4,590·69	305·94	4,896·63	5,209·99	1,497·33	6,707·32	*Nil*	*Nil*	*Nil*
3′ 3¾″ gauge**	11,316·43	83·84	11,400·27	11,499·66	2,211·79	13,711·45	3·59	66·71	115·62
2′ 6″ and 2′ 0″ gauges	2,871·82	*Nil*	2,871·82	2,873·23	329·03	3,202·26	*Nil*	*Nil*	*Nil*
Total	18,778·94	389·78	19,168·72	19,582·88	4,038·15	23,621·03	3·59	66·71	115·92
IV. Total by gauges—									
5′ 6″ gauge	17,230·99	3,451·29	20,682·28	24,418·15	7,826·72	32,244·87	143·65	*Nil*	*Nil*
3′ 3¾″ gauge	15,886·19	96·45	15,982·64	16,094·64	3,334·50	19,429·14	6·41	66·71	115·92
2′ 6″ and 2′ 0″ gauges	3,860·12	*Nil*	3,860·12	3,861·53	459·33	4,320·86	*Nil*	*Nil*	*Nil*
Grand Total	36,977·30	3,547·74	40,525·04	44,374·32	11,620·55	55,994·87	150·06	66·71	115·92

Note 1.—Route mileage open on 31st March 1942	40,477·37
Add minor extension during 1942-43	150·06
Total	40,627·43
Route mileage open on 31st March 1943 as shown in column 4 above	40,525·04
Difference (*vide* details below)	—102·39

Net decrease on the B. & A. Ry. chiefly on account of conversion to M. G. of the N. G. line from Jorhat to Gosaigaon (7 miles) dismentlement of Amnura to Chapai-Nawabganj Ry. (8·72 miles) & remeasurement of lines	—2·25
Net increase on the B. & N. W. Ry is due to linking of Palaza Ghat Majhari Ghat and opening Semaria Ghat Shifts & Monghyr Ghat Shifts	+1·38
Due to closing of certain line on the B. N. Railway	—2·47
Due to closing of last portion of Unao-Madhoganj Branch on E. I. Ry.	—15·09
Due to closing of Barabanki-Bahramghat Branch on E. I. Ry.	—12·83
Due to re-measurement & realignment of lines on E. I. Ry.	+0·67
Due to closing of Gohana Panipat Ry. on the N. W. Ry.	—24·79
Due to closing of Ghazighat-Mahmudkot on the N. W. Ry.	—10·95
Due to closing of Khanai Zardalu on the N. W. Ry.	—37·45
Net increase on account of minor extension, remeasurement & realignment etc. on B. B. & C. I, G. I. P., N. S., Mysore & S. I. Railways	+1·39
Total	—102·39

† Construction of the line has been suspended for want of materials

Note 2.—The electrified route mileage on 31st March 1943 was 158·13 miles *vide* details in Statement No. 32, page 219.

* Excludes
** Includes. } Bengal & North Western & R. & K. Railways purchased by the Government of India with effect from 1st January 1943.

§ Excludes
§§ Includes } Tapti Valley Railway purchased by the Government of India with effect from 31-3-1942.

(*m*) Excludes
(*n*) Includes } Mirpur Khas Khadro Railway purchased by the Government of India with effect from 1st January 1943.

(*o*) Excludes
(*p*) Includes } Broach Jambusar and Samni Dahej Railways sold to the Baroda Durbar from 1st October 1942.

VIII.—Summary of Rolling stock

Note :—The term 'in units' occurring in certain columns of these summaries indicates that the figures in these columns have been

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages.)
												Passenger carriages.						
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.									1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.												*	**	**	**	**		*
5′ 6″ gauge . .	5,246	68	137,414,938	2,075,000	10	993	23	2,218	93	14,150	68	8,819	21,097	41,811	57,895	624,456	3,546	1,449
												*	**	**	**	**		*
3′ 3½″ gauge . .	2,220	4	33,155,640	41,600	6	623	5	297	24	1,248	37	6,378	9,273	11,719	16,824	302,391	1,536	786
	Number.				Number.													
2′6″ and 2′ 0″ gauges	274				6		7	124	1	15	13	788	507	1,396	1,932	25,120	109	39
Class II Railways.																		
3′ 3½″ gauge . .	197				..		30	..	..	..	..	856	1,115	2,090	297	29,219	192	42
2′6″ and 2′ 0″ gauges	114				1		7	..	..	..	..	560	244	784	140	14,211	39	16
Class III Railways																		
3′ 3½″ gauge .	17				..		2	..	..	..	..	59	45	92	74	2,798	18	3
2′6″ and 2′0″ gauges	151				3		4	..	..	..	..	504	483	439	1,457	12,847	46	25

IX.—Summary of Net additions to or Reduction

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
											Passenger carriages.						
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.								1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.												*	**	**	**		
5′ 6″ gauge . .	1	..	423,814	..	—1	—104	1	104	..	..	—94	—635	—1,110	—324	—1,846	63	—2
												*	**	**	**		
3′ 3½″ gauge . . †	8	..	316,083	..	..	..	..	..	..	..	—141	—162	—281	—213	—10,155	65	83
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	—7				..		..	..	..	..	—24	—19	—48	—20	—963	11	..
Class II Railways.																	
3′ 3½″ gauge . .	1				..		1	..	..	..	25	32	33	10	702	3	..
2′ 6″ and 2′ 0″ gauges	6				..		—2	..	..	..	48	30	36	..	1,040	..	..
Class III Railways.																	
3′ 3½″ gauge . .	..				..		..	..	..	..	1	..	8	..	..	1	..
2′ 6″ and 2′ 0″ gauges	—2				..		—1	..	..	..	1	..	4	..	—22	..	1
By gauges.											*	**	**	**	**		
5′ 6″ gauge . .	1	..	423,814	..	—1		1	104	..	..	—94	—635	—1,110	—324	—1,846	63	—2
	Number.																
3′ 3½″ gauge .	9				..		1	..	..	..	—115	—130	—240	—203	—9,453	69	83
2′ 6″ and 2′ 0″ gauges	—3				..		—3	..	..	..	25	11	—8	—20	55	11	1

* Excludes Military cars, Dining cars, Saloons (Royal and State) and public Reserved carriages which are included in columns 18 and 17 respectively in Summaries VIII and IX.

Excludes seating accommodation of vehicles referred to at (*) above.

Motor Coach composites.

in Service on 31st March 1943.

[*For details, see Statement 10, pages 79—88 and Statement 34, pages 224-225.*]

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No	
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
93,055	1,969,639	41,284	895,430	4,080	93,088	12,635	4,217	162	5′ 6″ gauge.
37,641	497,817	2,521	41,538	2,810	40,373	4,619	2,922	24	3′ 3½″ gauge.
			Number. 3,369				130	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			4,952				105	..	3′ 3½″ gauge
			2,323				23	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			113				..	..	3′ 3½″ gauge.
			1,533				23	..	2′ 6″ and 2′ 0″ gauges.

in Rolling stock during the year 1942-43.

[*For details, see Statement 11, pages 90—91 and Statement 35, page 226.*]

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No (In units.)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
11	—1,152	184	9,349	90	31	8	5′ 6″ gauge.
26	—181	—63	—556	—136	—85	—2	3′ 3½″ gauge.
		Number —107			4	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		..			..	..	3′ 3½″ gauge.
		159			..	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		—3			..	..	3′ 3½″ gauge.
		20			..	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
11	—1,152	184	9,349	90	28	11	5′ 6″ gauge.
		Total Number. —66			—85	—2	3′ 3½″ gauge.
		72			4	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*726,0*	1,332,2	*17,9*	29,7	§*15,5*	16,7
2nd class . . . . . „	*5,903,2*	8,778,2	*194,0*	34,75	*30,6*	38,7
Inter class . . . . . „	*15,882,5*	16,900,7	*61,5*	68,7	§*219,5*	206,0
3rd class . . . . . „	*593,337,9*	585,613,5	*24,115,9*	27,279,4	§*11,112,6*	12,311,6
TOTAL (*a*) „	*615,849,6*	612,624,6	*24,389,3*	27,725,3	§*11,378,2*	12,573,0
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*147,890*	261,737	*750*	1,249	§*375*	536
2nd class . . . . . „	*461,095*	734,153	*8,406*	14,442	*837*	1,122
Inter class . . . . . „	*815,937*	949,341	*1,269*	1,581	*3,031*	3,412
3rd class . . . . . „	*19,873,106*	21,397,077	*533,996*	633,165	§*173,416*	188,259
TOTAL . „	*21,298,028*	23,342,308	*544,421*	650,437	§*177,659*	193,329
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*203·7*	196·5	*41·9*	42·1	§*24·2*	31·9
2nd class . . . . . „	*78·1*	83·6	*43·3*	41·6	*27·4*	29 0
Inter class . . . . . „	*51·4*	56·2	*20·6*	23·0	*13·8*	16·6
3rd class . . . . . „	*33·5*	36·5	*22·1*	23·2	*15·6*	15·3
TOTAL . „	*34·6*	38·1	*22·3*	23·5	*15·6*	15·4
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*1,21,38*	2,16,89	*78*	1,41	*32*	43
2nd class . . . . . „	*2,16,07*	3,59,39	*4,47*	8,06	*84*	1,04
Inter class . . . . . „	*1,89,86*	2,63,58	*39*	49	*85*	1,13
3rd class . . . . . „	*32,90,64*	38,51,66	*1,07,52*	1,33,94	§*35,47*	41,65
TOTAL . „	*38,17,95*	46,91,52	*1,13,16*	1,43,90	§*37,48*	44,25
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . Pies.	*15·8*	15·9	*20·0*	21·7	*16·4*	15·4
2nd class . . . . „	*9·00*	9·40	*10·2*	10·7	*19·3*	17·8
Inter class . . . . „	*4·47*	5·33	*5·90*	5·95	*5·38*	6·36
3rd class . . . . „	*3·18*	3·46	*3·87*	4·06	§*3·93*	4·25
TOTAL . „	*3·44*	3·86	*3·99*	4·25	§*4·05*	4·39
6. Tons of goods carried (in thousands) (*b*) .	§*130,043*	125,637	*4,587*	5,790	§*984*	1,054
7. Net ton-miles (in thousands) . . .	§*27,810,819*	27,802,384	*198,907*	270,023	*33,396*	34,097
8. Average miles a ton of goods was carried .	*212*	220	*43·4*	46·1	§*33·9*	32·4
9. Earnings from goods carried (in thousands of rupees).	*87,95,16*	94,96,30	*1,43,98*	1,97,25	§*24,32*	27,23
10. Average rate charged for carrying a ton of goods one mile . . . Pies.	*6·07*	6·56	*13·9*	14·0	§*14·0*	15·3

[*For details, see statements 12, 13 and 36, pages 92—111 and 228—233.*]

Statistics for the years 1941-42 and 1942-43.

5′ 6″ gauge.		3′ 3¾″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
553,3	1,043,8	*174,4*	280,0	§*31,7*	54,8	§*587,7*	1,044,4	1st class . . . No.
4,869,1	7,294,5	*1,139,7*	1,674,2	*119,0*	195,7	*5,462,0*	8,078,3	2nd class . . . ,,
12,347,9	13,858,4	*2,972,1*	2,973,9	§*343,5*	343,1	§*15,597,0*	16.436,3	Inter class . . ,,
393,329,1	404,776,3	*206,811,5*	190,354,3	§*28,425,8*	30,073,9	§*601,516,7*	596,774.1	3rd class . . . ,,
411,599,4	426,973,0	*211,097,7*	195,282,4	§*28,920,0*	30,667,5	§*623,163,4*	622,333,1	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
129,356	228,181	*18,304*	32,699	§*1,355*	2,642	*149,015*	263,522	1st class . . . Miles.
386,367	615,944	*79,750*	126,301	*4,221*	7,472	*470,338*	749,717	2nd class . . . ,,
689,912	810,851	*123,016*	134,482	*7,309*	9,001	*820,237*	954,334	Inter class . . ,,
13,749,008	15,243,841	*6,324,953*	6,408,892	§*506,557*	565,768	§*20,580,518*	22,218,501	3rd class . . . ,,
14,954,643	16,898,817	*6,546,023*	6,702,374	§*519,442*	584,883	§*22,020,108*	24,186,074	TOTAL . ,,
								3. Average miles a passenger was carried—
233·8	218·6	*105·0*	116·8	§*42·7*	48·2	*253·6*	252·3	1st class . . . Miles.
79·4	84·4	*70·0*	75·4	*35·5*	38·2	*56·1*	92·8	2nd class . . . ,,
53·7	58·5	*41·4*	45·2	§*21·2*	26·2	*52·6*	58·1	Inter class . . . ,,
35·0	37·7	*30·6*	33·7	*17·8*	18·8	*34·2*	37·2	3rd class . . . ,,
36·3	39·6	*31·0*	34·3	*18·0*	19·1	*35·3*	38·9	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
1,02,65	1,83,30	*17,89*	31,54	*1,94*	3,89	§*1,22,48*	2,18,73	1st class . . . Rs.
1,77,56	2,98,42	*40,38*	64,13	*3,44*	5,94	*2,21,38*	3,68,49	2nd class . . . ,,
1,61,63	2,27,83	*27,10*	33,86	*2,37*	3,51	*1,91,10*	2,65,20	Inter class . . ,,
22,75,06	27,49,92	*10,60,70*	11,58,71	§*97,87*	1,18,62	§*34,33,63*	40,27,25	3rd class . . . ,,
27,16,90	34,59,47	*11,46,07*	12,88,24	§*1,05,62*	1,31,96	§*39,68,59*	48,79,67	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
15·2	15·4	*18·8*	18·5	*27·5*	28·3	*15·8*	15·9	1st class . . . Pies.
8·82	9·30	*9·72*	9·75	*15·6*	15·3	*9·04*	9·44	2nd class. . . ,,
4·50	5·39	*4·23*	4·83	*6·23*	7·49	*4·47*	5·34	Inter class . . ,,
3·18	3·46	*3·22*	3·47	§*3·71*	4·03	*3·20*	3·48	3rd class . . ,,
3·49	3·93	*3·36*	3·69	§*3·90*	4·33	*3·46*	3·87	TOTAL . ,,
§*102,831*	99,734	§*29,233*	29,092	§*4,120*	4,339	§*96,995*	95,253	6. Tons of goods carried (in thousands)(*b*).
§*23,858,748*	24,084,746	§*4,008,450*	3,827,761	*175,924*	193,997	§*28,043,122*	28,106,504	7. Net ton-miles (in thousands)
232	241	§*137·1*	131·6	*42·7*	44·7	*289·1*	295·1	8. Average miles a ton of goods was carried.
70,05,64	76,48,32	§*18,23,11*	19,22,83	§*1,34,71*	1,49,63	§*89,63,46*	97,20,78	9. Earnings from goods carried (in thousands of rupees).
5·64	6·10	*8·73*	9·64	*14·7*	14·8	*6·14*	6.64	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more railways or two or more gauges as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

§ Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1941-42 and 1942-43.

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	Net earnings.			Working expenses.			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1941-42*	*62,89,54*	*3·22*	*16,684*	*78,31,39*	*3·99*	*397*	*1,41,20,93*	*7·21*	*37,363*	*717*
	1942-43	79,01,22	4·74	21,160	84,34,25	5·04	431	1,63,35,47	9·79	43,650	837
Class II Railways	*1941-42*	**1,30,27*	*2·37*	*5,136*	*1,50,35*	*2·73*	*113*	**2,80,62*	*5·11*	*11,050*	*212*
	1942-43	2,08,92	3·76	7,925	1,64,00	2·92	118	3,72,92	6·69	14,085	270
Class III Railways	*1941-42*	**19,98*	*0·79*	**1,818*	**47,84*	**1·89*	*83*	**67,82*	*2·67*	**6,172*	*118*
	1942-43	28,71	1·27	2,620	50,45	2·23	88	79,16	3·50	7,224	139
					By gauges.						
5′ 6″ Gauge	*1941-42*	*50,47,28*	*3·77*	*23,714*	*59,68,79*	*4·45*	*537*	*1,10,16,07*	*8·22*	*51,717*	*992*
	1942-43	65,54,28	5·64	31,074	63,84,06	5·48	579	1,29,38,34⅜	11·1	61,284	1,175
3′ 3½″ Gauge	*1941-42*	**14,16,11*	*2·33*	*8,775*	*17,70,11*	*2·87*	*207*	**31,86,22*	*5·20*	*19,577*	*375*
	1942-43	15,14,22	3·03	9,408	20,19,44	3·98	238	35,33,66	7·01	21,795	418
2′ 6″ and 2′ 0″ Gauges.	*1941-42*	**—23,60*	*—0·27*	**—601*	**2,90,68*	*3·33*	*142*	**2,67,08*	**3·06*	**6,797*	*130*
	1942-43	70,35	0·87	1,801	2,45,20	3·04	120	3,15,55	3·91	8,079	155
					Total all railways.						
†TOTAL	*1941-42*	**64,39,79*	*3·17*	*15,578*	**80,29,58*	*3·93*	*371*	**1,44,69,37*	*7·10*	*34,916*	*670*
	1942-43	81,38,85	4·67	19,814	86,48,70	4·94	402	1,67,87,55	9·61	40,774	782

†The difference between these totals and those shown in Summary V and Statement 5 consists of "other items not included in the preceding heads" included in the latter two Statements.

*Revised figures.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238.*]

XII.—Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1941-42 and 1942-43. (In thousands of miles.)

Particulars	Year.	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1	2	3	4	5	6	7	8	9	10
				By classes of railways.					
Class I Railways . . Steam .	*1941-42*	*87,748*	*71,679*	*22,287*	*188,127*	*32,621*	*18,419*	*51,040*	*239,167*
	1942-43	66,006	69,055	16,702	159,172	33,610	20,045	53,655	212,827
Class I Railways . . Electric .	*1941-42*	*1,446*	*999*	*Nil*	*2,477*	*257*	*476*	*733*	*3,210*
	1942-43	1,320	1,057	Nil	2,455	133	551	684	3,139
Class II Railways . . Steam .	*1941-42*	*1,303*	*594*	*3,485*	*5,490*	*1,228*	*158*	*1,386*	*6,876*
	1942-43	1,136	896	3,430	5,572	1,353	182	1,535	7,107
Class III Railways ‖ . Steam .	*1941-42*	*609*	*246*	*†1,652*	*†2,537*	*289*	*279*	*568*	*†3,105*
	1942-43	568	272	1,368	2,264	283	289	572	2,836
				By gauges.					
5′ 6″ gauge . . Steam .	*1941-42*	*59,448*	*53,322*	*10,382*	*127,651*	*22,891*	*14,908*	*37,799*	*165,450*
	1942-43	47,063	50,241	7,373	109,807	23,705	16,547	40,252	150,059
5′ 6″ gauge . . Electric .	*1941-42*	*1,446*	*999*	*Nil*	*2,477*	*257*	*476*	*733*	*3,210*
	1942-43	1,320	1,057	Nil	2,455	133	551	684	3,139
3′ 3½″ gauge . . Steam .	*1941-42*	*28,301*	*17,523*	*12,164*	*59,814*	*9,993*	*3,361*	*13,354*	*73,168*
	1942-43	19,006	18,098	9,880	49,161	10,202	3,285	13,487	62,648
2′ 6″ and 2′ 0″ gauges ‖ . Steam .	*1941-42*	*1,911*	*1,674*	*†4,878*	*†8,689*	*1,254*	*587*	*1,841*	*†10,530*
	1942-43	1,641	1,884	4,247	8,040	1,339	684	2,023	10,063
				Total all railways.					
Total . Steam .	*1941-42*	*89,660*	*72,519*	*†27,424*	*†196,154*	*34,138*	*18,856*	*52,994*	*†249,148*
	1942-43	67,710	70,223	21,500	167,008	35,246	20,516	55,762	222,770
Total . Electric .	*1941-42*	*1,446*	*999*	*Nil*	*2,477*	*257*	*476*	*733*	*3,210*
	1942-43	1,320	1,057	Nil	2,455	133	551	684	3,139

* Includes light, assisting required, assisting not required, siding and departmental.
† Revised figures.
‡ Excluding departmental.
‖ The figures of Jorhat Railway have not been included as the information is not available.

XIII.—*Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1943.*

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)			905,335	390,091	38,023†
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,585,350	492,284	25,091
2·02 Total (excluding brake vans and Departmental)			2,277,104	690,291	38,651
2·03 Percentage loaded of total			69·6	71·3	64·9
3.* Net or freight ton miles (In thousands)		Steam	23,328,055	3,508,266	104,960
		Electric‡	471,344	..	...
4.**Gross ton miles* (*including weight of engine*)—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	24,334,641	5,858,176	320,601
		Electric‡	791,481	..	..
	Including departmental	Steam	24,595,568	5,957,755	321,488
		Electric‡	795,872	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	50,868,773	8,560,154	348,249
		Electric‡	1,055,663	..	..
	Including departmental	Steam	52,577,679	8,957,927	375,560
		Electric‡	1,071,011	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			121	85	59
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			42·5	34·7	17·7
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			451	182	49
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			15·0	7·13	4·18
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	15·3	§	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	15·3	§	..
All Goods trains—					
6·04 Main lines		Steam	10·5	11·1	..
		Electric‡	14·0	..	..
6·05 Branch lines			10·1	9·00	..
6·06 Total		Steam	10·4	10·3	8·55
		Electric‡	14·0	..	..
7.* *Average train load*—					
Passengers—					
7·01 Number of vehicles		Steam	20	18	..
		Electric‡	22	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	463	261	..
		Electric‡	600	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	33	26	..
		Electric‡	32	..	..
7·04 Main lines—Total		Steam	47	37	..
		Electric‡	41	..	..
7·05 Percentage loaded of total		Steam	70·7	70·5	..
		Electric‡	78·4	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.
† Represents Coaching and other Vehicles.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—concld.				
Goods—*concld.*				
7·06 Branch lines—Loaded wagons		22	24	--
7·07 Branch lines—Total		34	33	--
7·08 Percentage loaded of total		63·2	73·5	--
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	448	169	56
	Electric‡	446	--	--
7·10 Gross weight (*including* weight of engine).	Steam	976	413	185
	Electric‡	987	--	--
7·11 Gross weight (*excluding* weight of engine)	Steam	860	352	135
	Electric‡	846	--	--
8. *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		3·44	1·44	--
8·02 Goods and proportion of mixed		3·79	3·77	--
Light and assisting not required engine miles per 100 train miles—				
8·03 Passenger and proportion of mixed		4·06	1·91	--
8·04 Goods and proportion of mixed		10·0	4·66	--
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		7·50	7·33	--
9·02 Goods and proportion of mixed		37·2	36·0	--
9·03 Wagon miles per shunting engine hour		576	466	--
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		188	160	..
10·02 Net* ton miles per engine hour (including departmental)		1,967	814	--
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,434	2,078	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,391	2,388	286
	Electric‡	66	--	--
11·02 Average total number on line	Steam	5,241	2,205	278
	Electric‡	66	--	--
11·03 Average number available for use	Steam	4,379	1,915	223
	Electric‡	53	--	--
11·04 Engine miles per day per engine on line (including departmental).	Steam	79	73	52
	Electric‡	130	--	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	17,749	7,281	1,809
	Electric‡	36,386	--	..
11·06 Net* ton miles per goods locomotive day in use	Steam	26,530	11,572	3,461
	Electric‡	53,440	--	..

*Excluding departmental.

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		692,060	434,959	134,965
12·02 Passenger miles per route mile per annum		817,067	138,422	134,965
12·03 Net ton miles per running track mile per annum		986,346	254,431	53,725
12·04 Net ton miles per route mile per annum		1,164,511	256,456	53,725
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		3,288,849	1,056,681	341,367
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,882,919	1,065,093	341,367
12·07 Train miles per running track mile per day		13·0	8·90	5·52
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	289	105	17
	Electric‡	4	..	*Nil*
13·02 Percentage of item 13·01 to average total number on line.	Steam	5·51	4·77	6·12
	Electric‡	6·06	5·25	*Nil*
In sheds and transportation workshops—				
13·03 Number	Steam	571	184	38
	Electric‡	9	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	10·9	8·36	13·7
	Electric‡	13·6	*Nil*	*Nil*
Coaching Stock (*excluding departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		524	416	41
13·06 Other coaching vehicles		192	58	5
13·07 Percentage of item 13·05 to average total number on line		6·02	6·62	5·19
13·08 Percentage of item 13·06 to average total number on line		6·13	5·19	4·67
In sick lines and transportation Workshops—				
13·09 Passenger carriages		208	141	20
13·10 Other coaching vehicles		94	17	6
13·11 Percentage of item 13·09 to average total number on line		2·39	2·24	2·53
13·12 Percentage of item 13·10 to average total number on line		3·00	1·48	5·61
Goods Stock (*excluding departmental*)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		1,161	429	57
13·14 Percentage of item 13·13 to average total number on line		0·80	0·82	0·96
In sick lines and transportation Workshops—				
13·15 Number		5,254	1,083	178
13·16 Percentage of item 13·15 to average total number on line		3·63	2·06	2·98
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		54	126	1
13·18 Wagons—Number. (Monthly)		1,722	600	4

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	12,974	*Nil*	*Nil*
14·02 Indian coal	6,619,388	1,398,552	167,875
14·03 Wood	12,600	9,126	112
14·04 Oil fuel	34,181	5	27
14·05† Total (in terms of coal)	6,702,794	1,402,212	167,970
14·06* Total net tons of coal consumed—Passenger and mixed	2,025,008	604,234	89,200
14·07 Total tons of coal consumed—Rail cars (Steam propelled)	882	282	285
14·08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	678	*Nil*	50
14·09* Total net tons of coal consumed—Goods service	3,558,350	569,220	57,907
14·10* Total net tons of coal consumed—Shunting (including siding)	791,697	143,359	14,737
14·11 Total tons of coal consumed—Locomotives on miscellaneous services.	41,823	24 929	440
14·12 Total net tons of coal consumed—Departmental	284,356	60,188	5,351
14·13 Total tons of coal consumed on all Locomotive services	6,702,794	1,402,212	167,970
14·14* Lbs. of coal consumed per engine mile (Shunting including siding)	70·5	40·4	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines).			
14·15* Passenger and proportion of mixed	178·4	198·8	464·8
14·16* Goods and proportion of mixed	157·8	167·2	496·7
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,480,372	1,678,355	326,146 (b)
15·02 Total pints (Goods trains)	6,686,672	1,206,778	
15·03 Pints per 100 engine miles (Passenger and Mixed)	9·21	6·29	6·21 (b)
15·04 Pints per 100 engine miles (Goods)	11·1	6·15	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,378,039	1,193,448	(a)
15·06 Pints per 1,000 vehicle miles	1·26	0·99	(a)

* Excluding Departmental.
† 2½ tons of wood=1 ton of coal.
0·55 ton of oil fuel=1 ton of coal.
(a) Not published.
(b) Including departmental.

SECTION B

STATEMENTS

STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1942-43 and of the per- Government after meeting all charges

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1943.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Bengal and Assam	78,89,84	1,87,63	2·38
2. Bombay, Baroda & Central India	75,12,50	9,70,71	12·92
3. East Indian	1,49,59,24	14 38 77	9·62
4. Great Indian Peninsula	1,12,86,24	15,08 78	13·37
5. North Western (Commercial)	1,13,09,20	13,06,34	11·55
6. North Western (Strategic)	33,68,68	—39,58	—1·17
7 Coal Department	1,63,78	..	..
8. Oudh & Tirhut (B. & N. W.)	22,72,64	1,18,60	5·22
9. Oudh & Tirhut (R. & K.)	4,92,66	33,43	6·79
10. TOTAL	5,92,54,78	55,24,68	9·32
State Lines worked by Companies or Indian States.			
11. Bengal-Nagpur	79,03,26	5,88,57	7·45
12. Bezwada Extension and Dhone Kurnool (N. S.)	46,08	9,10	19·75
13. Jodhpur-Hyderabad (British Section)	1,45,04	14,14	9·75
14. Madras and Southern Mahratta	53,25,70	5,95,20	11·18
15. South Indian	45,47,92	3,88,74	8·54
16. Jorhat	12,79	..	..
17. Railway Clearing Accounts	..	—1,28	..
18. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	—2,72	..
19. Railway Board Accounts	..	—3	..
20. TOTAL	1,79,80,79	15,91,67	8·85
Miscellaneous items.			
21. Miscellaneous items	16,39	..	..
22. *Deduct*—Interest during construction	..	..	..
23. TOTAL	16,39	..	..
24. ***Grand Total***	7,72,51,96	71,16 35	9 21

centage of those figures on the Capital at Charge, on 31st March 1943 also of the net gain or loss to against the net Revenue Receipts.

of statement No. 2 (a).

(In thousands of Rupees.)

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
31	2,85,39	2,85,70	..	98,07	—1·24	1. Bengal & Assam.
16,46	2,61,89	2,78,35	6,92,36	..	9·22	2. Bombay, Baroda & Central India.
..	5,62,63	5,62,63	8,76,14	..	5·86	3. East Indian.
..	3,87,68	3,87,68	11,21,10	..	9·93	4. Great Indian Peninsula.
..	4,14,61	4,14,61	8,91,73	..	7·89	5. North Western (Commercial).
..	1,22,65	1,22,65	..	1,02,23	—4·81	6. North Western (Strategic).
..	6,25	6,25	..	6,25	3·81	7. Coal Department.
2,73	67,49	70,22	48,38	..	2·13	8. Oudh & Tirhut (B. & N. W.)
1,30	15,55	16,94	16,49	..	3·35	9. Oudh & Tirhut (R. & K.)
20,89	21,24,14	21,45,03	33,79,65	..	5·70	10. Total.
						State Lines worked by Companies or Indian States.
21,62	3,02,42	3,24,04	2,64,53	..	3·35	11. Bengal-Nagpur
..	1,71	1,71	7,39	..	16·03	12. Bezwada Extension and Dhone-Kurnool (N. S.).
..	5,35	5,35	8,79	..	6·06	13. Jodhpur-Hyderabad (British Section).
16,93	2,12,13	2,29,06	3,66,14	..	6·87	14. Madras and Southern Mahratta
24,70	1,57,93	1,82,63	2,06,11	..	4·53	15. South Indian.
..	..	..	..	..	..	16. Jorhat.
..	..	..	..	128	..	17. Railway Clearing Accounts.
..	..	..	..	272	..	18. Contribution to Depreciation Reserve Fund (Miscellaneous).
..	..	..	..	8	..	19. Railway Board Accounts.
63,25	6,79,54	7,42,79	8,48,88	..	4·72	20. Total.
						Miscellaneous items.
..	27	27	—27	..	..	21. Miscellaneous items.
..	—40	—40	40	..	..	22. *Deduct*—Interest during construction.
..	—13	—13	13	..	0·84	23. Total.
84,14	28,03,55	28,87,69	*42,28,66	..	5·47	24. **Grand Total.**

* The total gain (Central) for the year is as follows :—

	Rs.
Gain as per column 8 above	42,28,66
Add—Miscellaneous Railway Receipts	3,36,65
Government share of surplus profits from subsidized Companies	6 53
Deduct—Miscellaneous Railway expenditure	65,11
Net Gain	45,06,73

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I—State Lines worked by the State.							
(i) Open Lines.							
Bengal & Assam	..	5,28,82	21,40	—12,99	87	73,75	83,03
Bombay, Baroda & Central India	..	19,41,38	1,37,82	—78,54	—1,56	51,38	1,09,10
East Indian	..	49,58,45	41,17	3,55	58	46,71	92,01
Great Indian Peninsula	..	49,09,94	4,11	—4,64	..	34,29	33,76
North Western (Commercial)	..	12,59,60	—15,61	—8,40	—1,33	58,93	33,59
North Western (Strategic)	..	..	—7,43	—30	—43	*3,33	—4,83
Coal Department	..	..	—3,84	..	..	4,34	50
Oudh & Tirhut (B. & N. W.)	..	..	12,55,26	—28,25	5	—2,07	12,24 99
Oudh & Tirhut (R. & K.)	..	..	2,32,43	—3,00	—1	—1,16	2,27,26
Total I (i)	..	1,35,98,19	16,65,31	—1,33,47	—1,88	2,69,50	17,99,46
(ii) New Constructions.							
East Indian	..	..	..	..	..	—3	—3
Great Indian Peninsula	..	..	—1	..	..	..	—1
North Western (Commercial)	..	..	—24,26	6,75	1,32	—1	—16,20
North Western (Strategic)	..	..	2	..	..	..	2
Total I (ii)	..	..	—24,25	6,75	1,32	—4	—16,22
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
Bengal-Nagpur	..	..	12,57	6,29	—32	12,54	31,08
Beswada Extension (N. S.)	..	..	1	..	..	..	1
Total Companies' Lines (Open lines) Carried over	..	..	12,58	6,29	—32	12,54	31,09

* Includes (1) Campbellpur Reserve 22 and (2) Frontier Railway Reserve Nil.

Railways on the 31st March 1913.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(i) Open Lines.
51,02,20	16,65,38	3,94,69	1,98,75	73,61,02	78,89,84	Bengal & Assam.
38,92,04	13,36,23	1,87,72	1,55,13	55,71,12	75,12,50	Bombay, Baroda & Central India.
55,11,41	36,37,27	2,54,20	2,79,47	96,82,35	1,46,40,80	East Indian.
46,41,39	13,72,32	1,65,51	1,93,67	63,72,89	1,12,82,83	Great Indian Peninsula.
87,26,48	24,62,34	4,67,60	3,33,05	99,89,47	1,12,49,07	North Western (Commercial).
26,78,35	4,74,40	1,81,65	(a) 34,25	33,68,65	33,68,65	North Western (Strategic).
1,55,63	..	..	8,15	1,63,78	1,63,78	Coal Department.
19,53,59	2,28,30	51,40	39,36	22,72,65	22,72,65	Oudh & Tirhut (B. & N. W.)
4,01,33	75,13	8,85	7,35	4,92,66	4,92,66	Oudh & Tirhut (R. & K.)
3,10,62,42	1,12,51,37	17,11,62	12,49,18	4,52,74,59	5,88,72,78	Total I (i).
						(ii) New Constructions.
2,86,90	..	31,21	33	3,18,44	3,18,44	East Indian.
2,67	..	74	..	3,41	3,41	Great Indian Peninsula.
48,99	8,75	4,37	2	60,13	60,13	North Western (Commercial).
2	..	..	..	2	2	North Western (Strategic).
3,38,58	675	36,32	35	3,82,00	3,82,00	Total I (ii).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines.
47,12,48	26,74,81	3,31,61	1,84,36	79,03,26	79,03,26	Bengal Nagpur.
16,93	..	1,17	..	18,10	18,10	Bezwada Extension (N. S.).
47,29,41	26,74,81	3,32,78	1,84,36	79,21,36	79,21,36	Total Companies' Lines (Open Lines) Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(a) Includes (1) Campbellpur Reserve 3,12 and (2) Frontier Railway Reserve nil.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE:—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	..	12,58	6,29	—32	12,54	31,09
Jodhpur	..	..	11,42	..	..	23	11,65
Madras and Southern Mahratta	..	17,47,75	8,00	—92	3	9,04	16.15
Dhone-Kurnool (N. S.)	..	..	..	..	..	..	..
South Indian	..	7,63,49	—11,55	—9,21	25	18,46	—2,05
Jorhat	..	..	..	..	..	..	..
TOTAL II (i)	..	25,11,24	20,45	—3,84	—4	40,27	56,84
II (ii)—*New Constructions.*							
Jodhpur	..	..	..	..	..	..	..
TOTAL II (ii)	..	..	..	..	..	..	..
III.—Miscellaneous Items.							
Railway Board's Accounts— Account Current—(Exchange).	..	..	1	..	..	..	1
TOTAL III	..	..	1	..	..	..	1
GRAND TOTAL I—III	..	1,61.00,43	16,61,52	—1,30,56	—60	3,09,73	18,40,09

on the 31st March 1943 —concld.

*Exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
47,29,41	26,74,81	3,32,78	1,84,36	79,21,36	79,21,36	Total Companies' Lines (Open Lines)—Brought forward.
1,27,99	..	3,70	35	1,32,04	1,32,04	Jodhpur.
23,76,44	9,52,17	1,69,76	79,58	35,77,95	53,25,70	Madras and Southern Mahratta.
25,66	..	2,32	..	27,98	27,98	Dhone-Kurnool (N. S.).
26,50,90	9,18,47	2,15,47	99,59	37,84,43	45,47,92	South Indian.
7,42	4,71	41	25	12,79	12,79	Jorhat.
99,17,82	44,50,16	7,24,44	3,64,13	1,54,56,55	1,79,67,79	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
11,98	..	1,02	..	13,00	13,00	Jodhpur.
11,98	..	1,02	..	13,00	13,00	TOTAL II (*ii*).
						III.—Miscellaneous Items.
..	..	16,39	..	16,39	16,39	Railway Board's Accounts—Account Current—(Exchange).
..	..	16,39	..	16,39	16,39	TOTAL III.
4,13,30,80	1,57,08,28	24,89,79	16,13,66	6,11,42,53	7,72,51,96	GRAND TOTAL I—III.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

2 (b).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES.						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	—1	—1
Bankura-Damoodar River	,,	*Nil*	*Nil*	*Nil*	—3	—3
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	11	11
Futwah-Islampur	,,	3	—9	*Nil*	—14	—20
Kalighat Falta	,,	*Nil*	*Nil*	*Nil*	5	5
TOTAL 1-(A)	..	3	—9	*Nil*	—2	—8
(B) Worked by the						
OPEN LINES.						
Chaparmukh-Silghat (B. & A.)	3′ 3¼″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Katakhal Lalabazar (B. & A.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Hoshiarpur-Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	2	*Nil*	1	*Nil*	3
Phagwara-Rahon (N. W.)	,,	—3	*Nil*	*Nil*	*Nil*	—3
Mandra-Bhaun (N. W.)	,,	—3	*Nil*	*Nil*	*Nil*	—3
Sara-Sirajganj (B. & A.)	,,	3	*Nil*	*Nil*	*Nil*	3
Sialkot-Narowal (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3¼″	13	*Nil*	1	*Nil*	14
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Central Provinces (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khulna Bagerhat (B. & A.)	,,	*Nil*	2	*Nil*	*Nil*	2
Mayurbhanj (B. N.)	,,	1	*Nil*	*Nil*	*Nil*	1
Nadiad-Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	5	7	*Nil*	*Nil*	12
TOTAL (2)	..	19	9	2	*Nil*	30

year 1942-43 of ***other than State-owned Railways.*** *(In thousands of rupees.*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company.					OPEN LINES.
16,30	2,38	2,06	20	20,94	Ahmadpur-Katwa.
30,20	5,60	3,90	63	40,33	Bankura-Damoodar River.
14,63	3,67	1,71	64	20,65	Burdwan-Katwa.
15,53	2,27	1,40	15	19,35	Futwah-Islampur.
15,12	7,05	1,64	67	24,48	Kalighat-Falta
91,78	20,97	10,71	2,29	1,25,75	TOTAL 1-(A).
Main Line.					OPEN LINES.
33,47	*Nil*	1,72	*Nil*	35,19	Chaparmukh-Silghat (B. & A.).
15,86	*Nil*	1,39	*Nil*	17,25*	Katakhal-Lalabazar (B. & A.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
51,34	1,17	3,30	*Nil*	55,81	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
					Hoshiarpur-Doab (N. W.)—
33,88	*Nil*	3,13	*Nil*	37,01	Jullundur-Mukerian (N. W.).
26,61	*Nil*	2,52	*Nil*	29,13	Phagwara-Rahon (N. W.).
24,74	*Nil*	3,13	*Nil*	27,87	Mandra-Bhaun (N. W.).
92,86	*Nil*	6,94	*Nil*	99,80	Sara-Sirajganj (B. & A.).
29,34	*Nil*	2,55	*Nil*	31,89	Sialkot-Narowal (N. W.).
34,54	3	4,07	*Nil*	38,64	Ahmedabad-Parantij (B., B. & C. I.).
11,26	6,35	3,43	*Nil*	21,04	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,39	2,34	1,85	*Nil*	12,58	Dhond-Baramati (G. I. P.).
59,74	18,88	15,09	*Nil*	93,71	Central Provinces (G. I. P.).
8,96	1,83	3,42	*Nil*	14,21	Godhra-Lunavada (B., B. & C. I.).
17,72	5,31	1,67	*Nil*	24,70	Jacobabad-Kashmor (N. W.).
6,78	1,59	81	*Nil*	9,18	Khulna-Bagerhat (B. & A.).
22,78	66	1,37	*Nil*	24,81	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad-Kapadvanj (B., B. & C. I.).
12,42	2,01	3,80	*Nil*	18,23	Pachora-Jamner (G. I. P.).
42,49	6,98	9,63	*Nil*	59,10	Darjeeling-Himalayan Extensions.
4,41,36	50,71	66,13	*Nil*	5,58,20	TOTAL (2).

* Includes Re. 1,20,414 direct outlay by the Managing Agents.

2 (b).—Statement of Capital Outlay to end of the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Open Lines.						
Jamnagar-Dwarka	3′ 3⅜″	137	*Nil*	4	*Nil*	1,41
Mymensingh-Bhairab Bazar (B. & A.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Total (3)	..	136	*Nil*	4	*Nil*	1,40
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Barsi Light†	2′ 6″	1	—72	2	51	—18
Shahdara (Delhi) Saharanpur Light*	,,	4	3	*Nil*	90	97
Matheran (Hill) Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)	..	5	—69	2	1,41	79
5. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Dibru-Sadiya	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan	2′ 0″	*Nil*	—8	—3	20	9
Total (5)	..	*Nil*	—8	—3	20	9
6. LINES OWNED BY UNASSISTED						
Open Lines.						
Cochin Harbour Railway (S. I.)	5′ 6″	**1,70	..	..	..	**1,70
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	3	3
Parlakimedi Light (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	—11	*Nil*	*Nil*	—11
Total (6)	..	1,70	—11	*Nil*	3	1,62

* Receives land only from Government.
† Receives land only from Government and Indian States.
‡ Receives land and rebate from Government.
** Represents total figure, details not being available.

year 1942-43 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					
					OPEN LINES.
64,08	2,88	2,92	2,00	71,88	Jamnagar-Dwarka.
1,18,87	*Nil*	7,00	*Nil*	1,25,87	Mymensingh-Bhairab Bazar (B. & A.).
1,82,95	2,88	9,92	2,00	1,97,75	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
1,27,93	45,74	8,12	2,82	1,84,61	Barsi Light.†
35,85	14,59	*Nil*	2,40	52,84	Shahdara (Delhi) Saharanpur Light.†
11,95	42	7	*Nil*	12,44(*a*)	Matheran (Hill) Light.†
1,75,73	60,75	8,19	5,22	2,49,89	TOTAL (4).
BY PROVINCIAL GOVERNMENTS.					
					OPEN LINES.
76,80	58,13	18,11	*Nil*	‖1,53,04	Dibru-Sadiya.
32,66	12,64	2,77	2,81	50,88	Darjeeling-Himalayan.
1,09,46	70,77	20,88	2,81	2,03,92	TOTAL (5).
COMPANIES AND PRIVATE BODIES.					
					OPEN LINES.
*30,70	..	..	..	**30,70	Cochin Harbour Railway (S. I.).
19,48	*Nil*	*Nil*	*Nil*	19,48	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,81	2,76	1	14	11,72	Bengal Provincial.
17,49	5,30	2,16	*Nil*	24,95	Parlakimedi Light (B. N.).
63	26	12	*Nil*	1,01	Jagadhri Light.
77,11	8,32	2,29	14	87,86	TOTAL (6).

(*a*) Includes Rs. 11,95,000 being the capital outlay to the end of 1927-28, the details of which are not available.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

** The line has been constructed by the Cochin Harbour Authorities. Represents the total figure, details not being available.

2 (b).—Statement of Capital Outlay to end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**7. DISTRICT**
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S. I.)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Tinnevelly-Tiruchéndur (S. I.)	,,	3	*Nil*	*Nil*	*Nil*	3
Total (7)	,,	3	*Nil*	*Nil*	*Nil*	3
Open Lines.						**8. COMPANIES' LINES SUBSIDIZED**
Arrah-Sasaram Light	2′ 6″	*Nil*	*Nil*	*Nil*	7	7
Baraset-Basirhat Light	,,	3	—22	*Nil*	20	1
Bukhtiarpur-Bihar Light	,,	*Nil*	3	*Nil*	13	16
Dehri-Rohtas Light	,,	29	—4	*Nil*	36	61
Howrah-Amta Light	2′ 0″	*Nil*	—5	*Nil*	1,12	1,07
Howrah Sheakhala Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Tarpur-Balipara Light	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	,,	32	—28	*Nil*	1,88	1,92

1942-43 of ***other than State-owned*** *Railways*—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,85	*Nil*	1,14	*Nil*	15,99	Tenali-Repalle (M. & S. M.).
8,80	4,90	1,26	*Nil*	14,96	Podanur-Pollachi (S. I.).
24,69	*Nil*	2,50	*Nil*	27,19	Tinnevelly-Tiruchendur (S. I.)
48,34	4,90	4,90	*Nil*	58,14	TOTAL (7).
BY DISTRICT BOARDS.					OPEN LINES.
18,76	7,55	11	22	26,64	Arrah-Sasaram Light.
19,56	7,04	*Nil*	37	26,97	Barasat-Basirhat Light.
10,71	5,73	*Nil*	31	16,75	Bukhtiarpur-Bihar Light.
(a) 6,56	4,17	37	72	(a) 11,82	Dehri-Rohtas Light.
21,43	13,28	*Nil*	3,40	38,11	Howrah-Amta Light.
5,02	4,20	*Nil*	*Nil*	9,22	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light. §
85,24	43,57	55	5,02	1,34,38	TOTAL (8).

(a) Includes Rs. 2,000 on account of Survey.

§ As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

2. (b).—Statement of Capital Outlay to end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State†	5′ 6″	2,99	1,76	49	—19,81	—14,57
Bhavnagar State	3′ 3¾″	1,15	—4	*Nil*	—1,80	—69
Bikaner State	,,	67	—1,87	5	76	—39
Gaekwar's Baroda State (Mehsana)	,,	1,63	—1,94	*Nil*	*Nil*	—31
Gondal	,,	2,05	—1,17	*Nil*	65	1,53
Jaipur State	,,	22	9,46	—2	—11	9,55
Jetalsar-Rajkot (Gondal)	,,	1	*Nil*	*Nil*	9	10
Jodhpur	,,	—1,26	—1,32	—2	20	—2,40
Junagadh State	,,	2	*Nil*	*Nil*	95	97
Mewar State	,,	—51	12	*Nil*	—34	—73
Morvi	,,	29	—80	1	1,91	1,41
Dhrangadhra (Morvi) ‖	,,	3	*Nil*	*Nil*	*Nil*	3
Mysore	,,	2,14	—21	1	3,40	5,34
Porbandar State (Gondal)	,,	2,79	—43	*Nil*	—1,76	60
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	—1	*Nil*	*Nil*	*Nil*	—1
Cutch State	,,	1	2	*Nil*	*Nil*	3
Dholpur State*	,,	*Nil*	*Nil*	*Nil*	1,02	1,02
Gaekwar's Baroda State	,,	18,36	4,51	1,09	—36	23,60
Kolar District (Mysore)	,,	1	*Nil*	*Nil*	*Nil*	1
Scindia State	2′ 0″	15	—32	—5	*Nil*	—22
Tarikere-Narasimharajapuram-Tramway (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (a)	..	30,74	7,77	1,56	—15,20	24,87
(b) Lines under construction.						
Sadulpur to Rewari (Bikaner State)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Sanganer-Deoli (Jaipur) (including Jaipur-Sheodaspura realignment).	,,	2,55	*Nil*	7	*Nil*	2,62
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	2,55	*Nil*	7	*Nil*	2,62
Total (9) [(a)+(b)]	..	33,29	7,77	1,63	—15,20	27,49

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

‖ This line has been transferred to head 9 (a) from "10 (a). Indian State Lines worked by the Main Line."

1942-43 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
11,06,68	2,92,72	98,26	21,68	§15,19,34	Nizam's State.†
1,63,94	74,78	8,15	10,06	2,56,93	Bhavnagar State.
3,02,96	99,07	10,01	20,65	4,32,69	Bikaner State.
1,50,47	25,09	11,16	*Nil*	1,86,72	Gaekwar's Baroda State (Mehsana).
76,35	36,32	2,52	3,15	1,18,34	Gondal.
95,28	36,76	4,01	6,69	1,42,74	Jaipur State.
28,46	*Nil*	90	11	29,47	Jetalsar-Rajkot (Gondal).
2,94,07	1,74,48	3,59	16,80	4,88,94	Jodhpur.
1,21,14	31,92	5,15	5,84	1,64,05	Junagadh State.
1,00,13	22,08	5,32	1,40	1,28,93	Mewar State.
72,00	41,04	2,24	7,51	1,22,79	Morvi.
14,43	4	67	*Nil*	15,14	Dhrangadhra (Morvi).‖
4,33,67	1,44,19	28,81	15,06	6,21,73	Mysore.
18,41	10,71	46	9	29,67	Porbandar State (Gondal).
9,33	*Nil*	1,19	*Nil*	10,52	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,22	3,98	2,10	2,03	24,33	Cutch State.
11,68	4,43	51	1,01	17,63	Dholpur State.*
2,42,96	57,71	22,01	8,22	3,30,90	Gaekwar's Baroda State.
14,61	12,38	1,50	*Nil*	28,49	Kolar District (Mysore).
1,02,06	15,48	6,05	*Nil*	1,23,59	Scindia State.
5,92	3,15	76	*Nil*	‡9,83	Tarikere-Narasimharajapuram Tramway (Mysore).
33,80,77	10,86,33	2,15,37	1,20,30	48,02,77	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
47	*Nil*	*Nil*	*Nil*	47	Sadulpur to Rewari (Bikaner State).
9,42	*Nil*	76	*Nil*	10,18	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
4,85	*Nil*	26	*Nil*	5,11	Sanganer Deoli (Jaipur) (including Jaipur-Sheodaspura realignment).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State)
15,61	*Nil*	1,09	*Nil*	16,70	TOTAL (*b*).
33,96,38	10,86,33	2,16,46	1,20,30	48,19,47	TOTAL (*a*)+[(*a*)+(*b*)].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

2. (*b*)-*Statement of Capital Outlay to end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(*a*) Open Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas (N.W.)	5′ 6″	—13	*Nil*	*Nil*	*Nil*	—13
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	14	*Nil*	*Nil*	*Nil*	14
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jind-Panipat (Indian State section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	—3	*Nil*	*Nil*	*Nil*	—3
Ludhiana-Dhuri-Jakhal (N. W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Nagda-Ujjain (B., B. & C. I.)	,,	10	*Nil*	*Nil*	*Nil*	10
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.).	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	,,	—22	*Nil*	*Nil*	*Nil*	—22
Rajpura-Bhatinda (N. W.)	,,	19	*Nil*	*Nil*	*Nil*	19
Shoranur-Cochin (including Idappalli Ernakulam Extension) (S. I.).	,,	27	*Nil*	1	*Nil*	28
Sirhind Rupar (N. W.)‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cooch Behar State (B. & A.)	3′ 3⅜″	5	*Nil*	*Nil*	*Nil*	5
Jamnagar §(Jamnagar-Dwarka)	,,	18	—27	*Nil*	*Nil*	—9
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar-Dwarka)	,,	39	1	*Nil*	*Nil*	40
Palanpur State (B., B. & C. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	*Nil*	—1,19	*Nil*	*Nil*	—1,19
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devgad Baria (B., B. & C. I.)	2′ 6″	*Nil*	3	*Nil*	*Nil*	3
Rajpipla State (B., B. & C. I.)†	,,	25	3	3	*Nil*	31
Total (*a*)	..	1,24	—1,39	4	*Nil*	—11
(*b*) Lines Under Construction.						
Jam—Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	—3	—3
Total (*b*)	..	*Nil*	*Nil*	*Nil*	—3	—3
Total (10) [(*a*) + (*b*)]	..	1,24	—1,39	4	—3	—14

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

§ Includes figures for Hadmatiya-Ahed Jodiya Railway extensions.

1942-43 of other than State-owned Railways -contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
81,18	*Nil*	12,30	*Nil*	93,48	Bahawalnagar Fort Abbas (N. W.).
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,24	*Nil*	6,96	*Nil*	82,20	Bhopal Ujjain (G. I. P.).
93,72	18	8,24	*Nil*	1,02,14	Bina-Goona-Baran (G. I. P.).
11,33	*Nil*	60	*Nil*	11,93	Jammu and Kashmir (Indian State section). (N. W.).
15,84	*Nil*	1,73	*Nil*	17,57	Jind-Panipat (Indian State section) (N. W.).
13,49	*Nil*	88	*Nil*	14,37	Khanpur-Chachran (N. W.).
11,68	*Nil*	64	*Nil*	12,32	Kolar Gold Fields (M. & S. M.).
47,78	*Nil*	2,29	*Nil*	50,07	Ludhiana-Dhuri-Jakhal (N. W.).
21,23	*Nil*	1,74	*Nil*	22,97	Nagda-Ujjain (B., B. & C. I.).
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) (B., B. & C. I.).
8,89	*Nil*	33	*Nil*	9,22	Petlad-Cambay (T'pur-Caby. sec.) (B., B. & C. I.).
78,91	*Nil*	2,71	*Nil*	81,62	Rajpura-Bhatinda (N. W.).
1,02,19	63	12,32	15	1,15,29	Shoranur-Cochin (S. I.).
29,55	*Nil*	2,08	*Nil*	31,63	Sirhind Rupar (N. W.).‡
19,97	1,07	96	*Nil*	22,00	Cooch Behar State (B. & A.).
40,53	17,37	1,19	2,00	61,09	Jamnagar §(Jamnagar-Dwarka).
22,49	*Nil*	1,21	*Nil*	23,70	*Kolhapur State (M. & S. M.).
26,36	19,18	2,23	1,00	48,77	Okhamandal (Jamnagar-Dwarka).
5,89	*Nil*	15	*Nil*	6,04	Palanpur State (B., B. & C. I.).
60,17	4,59	7,58	*Nil*	72,34	Quilon-Trivandrum Extension (Travancore Ry.). (S. I.).
1,98	*Nil*	10	*Nil*	2,08	Sangli State (M. & S. M.).
5,79	3,56	47	*Nil*	9,82	Piplod Devgad Baria (B., B. & C. I.).
15,05	3,73	1,23	*Nil*	20,01	Rajpipla State (B., B. & C. I.).
8,52,94	50,31	68,77	3,25	9,75,27	Total (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
11	*Nil*	*Nil*	3,32	3,43	Jam-Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).
11	*Nil*	*Nil*	3,32	3,43	Total (*b*).
8,53,05	50,31	68,77	6,57	9,78,70	TOTAL (10) [(*a*) + (*b*)].

2. (b)—*Statement of Capital Outlay to end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
Open Lines.						
Bengalore-Chick Balapur Light (Mysore)	2′ 6″	2	*Nil*	*Nil*	*Nil*	2
Total (11)	..	2	*Nil*	*Nil*	*Nil*	2
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Perala-Karikkal (S. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pondicherry (S. I.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
West of India Portuguese (M. & S. M.)	,,	‡—1	..	..	..	‡—1
Total (12)	..	—2	*Nil*	*Nil*	*Nil*	—2
13. Total (1) to (12)	..	38,21	5,22	1,72	—11,73	33,42
14. Miscellaneous	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	..	38,21	5,22	1,72	—11,73	33,42

‡ Represents total figure, the details not being available.

1942-43 of other than State-owned Railways—concld. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					Open Lines.
8,59	6,39	1,76	*Nil*	16,74	Bangalore-Chick Ballapur Light (Mysore).
8,59	6,39	1,76	*Nil*	16,74	Total (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					Open Lines.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,83	*Nil*	37	*Nil*	6,20	Pondicherry (S. I.).
‡2,31,28	..	..	..	‡2,31,28	West of India Portuguese (M. & S. M.).
2,43,24	*Nil*	1,51	*Nil*	2,44,75	Total (12).
57,64,57	14,07,07	4,15,37	1,44,35	77,31,36	13. Total (1) to (12).
8,23	*Nil*	64	*Nil*	8,87*	14. Miscellaneous.
57,72,80	14,07,07	4,16,01	1,44,35	77,40,23	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railway Rs. 8,87,000.

‡ Represents the total figure, details not being available.

3.- *Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
State Lines worked by the State						
Bengal and Assam†	11,87,48	—52,10	11,35,38	7,74,46	23,19	1,30,13
Bombay, Baroda and Central India	18,42,30	—15,08	18,27,22	7,05,30	62,17	1,23,38
East Indian	29,52,09	—12,20	29,39,89	12,31,63	88,40	2,47,53
Great Indian Peninsula	27,65,32	—6,97	27,58,35	9,99,63	63,85	1,87,72
North Western	27,41,16	20,07	27,61,23	12,14,97	98,04	2,44,49
Oudh & Tirhut (B. & N. W.)	4,24,36	—31	4,24,05	1,87,13	4,77	17,46
Oudh & Tirhut (R. & K.)	1,01,12	—2,53	98,59	41,66	2,38	4,49
Total	1,20,13,83	—69,12	1,19,44,71	51,54,78	3,42,80	9,55,20
State Lines worked by Companies or by Indian States.						
Bengal-Nagpur	14,97,46	—9,53	14,87,93	7,54,68	87,52	1,31,73
Beswada Extension and Dhone Kurnool	17,67	..	17,67	7,80	..	77
Jodhpur-Hyderabad (British Section)	61,97	—17,59	44,38	26,99	80	2,23
Madras and Southern Mahratta	11,88,53	19	11,88,72	4,96,26	34,82	88,57
South Indian	8,66,21	—2,08	8,64,13	3,73,32	29,95	76,43
Railway Clearing Accounts	..	..	..	..	..	..
Railway Board Accounts	..	..	..	8	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous).	..	..	..	..	..	2,72
Total	36,31,84	—29,01	36,02,83	16,59,13	1,53,09	3,02,45
Grand Total	1,56,45,67	—98,13	*1,55,47,54	68,13,91	4,95,89	12,57,65

* The total Railway Receipts for the year are:

	Rs
Gross Receipts as per Col. 4 above	1,55,47,54
Add—Miscellaneous Railway Receipts	3,36,65
Government share of surplus profits from the subsidized companies, etc.	6,53
Total Receipts ..	1,58,90,72

† Includes figures of Bengal Dooars Railway after its purchase by the Government of India on the 1st January 1941.

Revenue Receipts of State-owned Railways for the year 1942-43. (*In thousands of rupees*)

Expenses.					Net Revenue Receipts of State-owned Railways (Cols. 4—11—12).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{\text{(Col. 5)} \times 100}{\text{Col. 2}}\right)$	Class and Name of Railway.
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9—10).	Payment to Worked Lines.			
Suspense.	Total (Cols. 5 to 8).						
8	9	10	11	12	13	14	15
							STATE LINES WORKED BY THE STATE.
27,52	9,55,30	23,19	9,32,11	15,64	1,87,63	65·22	Bengal & Assam.
7,48	8,98,33	62,17	8,36,16	20,35	9,70,71	38·28	Bombay, Baroda and Central India.
21,96	15,89,52	88,40	15,01,12	..	14,38,77	41·72	East Indian.
18,34	12,69,54	63,85	12,05,69	43,88	15,08,78	35·79	Great Indian Peninsula.
—1,73	15,55,77	98,04	14,57,73	36,74	12,66,76(a)	40·35	North Western.
86	2,10,22	4,77	2,05,45	1,00,00	1,18,60	44·10	Oudh & Tirhut (B. & N. W.).
60	49,13	2,38	46,75	18 41	33,43	41·19	Oudh & Tirhut (R. & K.).
75,03	65,27,81	3,42,80	61,85,01	2,35,02	55,24,68	42·03	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
11,79	9,85,72	87,52	8,98,20	1,16	5,88,57	50·40	Bengal-Nagpur.
..	8,57	..	8,57	..	9,10	44·16	Bezwada Extension and Dhone. Kurnool.
—9	29,93	80	29,13	1,11	14,14	43·55	Jodhpur-Hyderabad (British Section).
—6,40	6,13,25	34,82	5,78,43	15,09	5,95,20	41·76	Madras and Southern Mahratta.
2,07	4,81,77	29,95	4,51,82	23,57	3,88,74	43·10	South Indian
1,28	1,28	..	1,28	..	—1,28	..	Railway Clearing Accounts.
..	8	..	8	..	—8	..	Railway Board Accounts.
..	2,72	..	2 72	..	—2,72	..	Contribution to Depreciation Reserve Fund (Miscellaneous).
8,65	21,23,32	1,53,09	19,70,23	40,93	15,91,67	45·68	TOTAL.
83,68	86,51,13	4,95,89	*81,55,24	2,75,95	71,16,35	43·55	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(a) N. W. Railway, Commercial	25,50,86	12 07 78	36,74	13,06,34
N. W. Railway, Strategic	2,10,37	2,49,95	..	—39,58
Total	27,61,23	14,57,73	36,74	12,66,76

* The total Expenditure on Railways for the year is :—

	Rs
Working expenses as per column 11 above	81,55,24
Payment to Worked Lines	2,75,95
Add – Miscellaneous Railway Expenditure	65,11
Surplus profits paid to companies	84,14
Interest charges as per Statement 4	28,03,55
Total Expenditure	13,83,99

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1942-43.*

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt and annuities	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Bengal & Assam	29,856	102 (c)	..	(c) 102	29,958	4,00	2,68,33	13,06	2,85,39
2. Bombay, Baroda and Central India.	94,578	..	..	..	94,578	12,63	1,98,23	51,03	2,61,89
3. East Indian	840,318	..	..	..	840,318	1,12,24	3,01,99	1,48,40	5,62,63
4. Great Indian Peninsula	260,194	..	..	..	260,194	34,75	2,54,98	97,95	3,87,68
5. North Western (Commercial)	114,698	..	..	..	114,698	15,33	3,65,20	34,08	4,14,61
6. North Western (Strategic)	..	..	..	..	..	..	1,22,65	..	1,22,65
7. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	6,25	..	6,25
8. Oudh & Tirhut (B. & N.W.)	21,523	..	80,326	80,326	101,849	13,60	53,89	..	67,49
9. Oudh & Tirhut (R & K.)	..	..	18,880	(a) 18,880	18,880	2,26	13,29	..	15,55
10. Total	1,361,167	102	99,206	99,308	1,460,475	1,94,81	15,84,81	3,44,52	21,24,14
State Lines worked by Companies or by Indian States.									
11. Bengal-Nagpur	..	105,000	84,832	189,832	189,832	25,31	2,77,11	..	3,02,42
12. Bezwada and Dhone Kurnool).	..	..	..	..	..	..	1,71	..	1,71
13. Jodhpur (British Section)	..	..	..	..	..	..	5.35	..	5,35
14. Madras and Southern Mahratta.	32,031	175,000	..	175,000	207,031	27,60	1,40,41	44,12	2,12,13
15. South Indian	21,150	35,000	98,340	133,340	154,490	20,60	1,20,58	16,75	1,57,93
16. Total	53,181	315,000	183,172	498,172	551,353	73,51	5,45,16	60,87	6,79,54
Miscellaneous Items									
17. Miscellaneous items. Deduct :—	..	..	..	..	..	(b) 13	14	..	27
18. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	..	..	..
19. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	—40	..	—40
20. Total	..	..	..	..	..	13	—26	..	—13
Grand Total	1,414,348	315,102	282,378	597,480	2,011,828	2,68,45	21,29,71	4,05,39	28,03,55

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

(c) Relates to the Bengal Dooars Railway.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1941-42 and 1942-43.*

(In thousands of rupees.)

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE. II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rate of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s.* 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Bengal and Assam	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1941-42*	*81.16.77*	‡‡*10,18,06*	*7,18,12*	*2,99,94*	*70·53*	*3·69*	
		1942-43	81,99,13	11,87,48	9,04,59	2,82,89	76·17	3·45	
Bengal and North-Western	3′ 3⅜″	*1941-42*	*23,13,36*	*4,38,39*	*1,96,07*	*2,42,32*	*44·73*	*10·47*	
		1942-43	††22,72,65	4,24,36	2,22,63	2,01,73	52·46	8·88	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1941-42*	*79,46,23*	*13,42,18*	*7,72,10*	*5,70,08*	*57·53*	*7·17*	
		1942-43	79,53,02	14,97,46	8,86,41	6,11,05	59·19	7·68	
Bikaner State	3′ 3⅜″	*1941-42*	*4,33,55*	*58,50*	*32,92*	*25,58*	*56·28*	*5·17*	
		1942-43	4,33,16	66,55	31,62	34,93	47·51	8·06	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	(*b*) *1941-42* (*a*) 1942-43	*77,28,43* 76,85,36	*16,28,46* 18,42,30	*8,21,58* 8,28,68	*8,06,88* 10,13,62	*50·45* 44·98	*10·44* 13·19	
East Indian	5′ 6″	*1941-42*	*1,48,51,91*	*27,23,67*	*15,48,14*	*11,75,53*	*56·84*	*7·92*	
		1942-43	1,49,59,24	29,52,09	14,79,16	14,72,93	50·10	9·85	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1941-42*	*1,16,22,01*	*22,03,74*	*11,21,41*	*10,82,33*	*50·89*	*9 31*	
		1942-43	1,16,45,10	27,65,32	11,87,35	15,77,97	42·94	13·6	
Jodhpur	3′ 3⅜″	*1941-42*	*6,44,85*	*1,70,70*	*75,05*	*95,65*	*43·97*	*14·83*	
		1942-43	6,44,16	1,89,32	1,05,83	83,49	55·90	12·96	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1941-42*	(*c*)*56,03,83*	‖*9,92,64*	‖*5,20,59*	‖*4,72,05*	‖*52·50*	‖*8·42*	(*c*) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1942-43	(*c*)56,19,94	‖11,96,16	‖5,89,47	‖6,06,69	‖49·28	‖10·80	
Mysore State	3′ 3⅜″ 2′ 6″ and 2′ 0″	*1941-42*	*6,71,42*	*1,03,12*	*68,81*	*34,31*	*66·73*	*5·11*	
		1942-43	6,76,79	1,17,71	77,31	40,40	65·68	5·97	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

‡‡ Excludes 6 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† Includes the amount paid by the state for purchase of the line to the B. & N. W. Railway Company.

(*a*) Includes figures of Broach Jambusar Railway and its extensions sold to the Baroda Govt. from 1st October 1942, earnings (1,33 thousands), expenses (1,56 thousands) and net earnings (—33 thousands) for 6 months only.

(*b*) Includes capital outlay of Dhrangadhra Railway (15,11 thousands) made over for working to the Morvi Railway from 1-1-42 and also the earnings (1,92 thousands), expenses (96 thousands) and net earning (96 thousands) for 9 months only.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1941-42 and 1942-43* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—*concld.*									
Nizam's State	5′ 6″	*1941-42*	*15,79,98*	*2,13,15*	*83,94*	*1,29,21*	*39·38*	*11·25*	
		1942-43	15,65,42	2,62,74	97,07	1,65,67	36·95	*14·39*	
	3′ 3⅜″	*1941-42*	**	*1,07,24*	*58,60*	*48,64*	*54·64*	**	
		1942-43	**	1,25,49	65,87	59,62	52·49	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1941-42*	*1,17,46,80*	*20,96,36*	*11,48,73*	*9,47,63*	*54·80*	*8 07*	
		1942-43	1,17,60,47	25,30,79	12,09,50	13,21,29	47·79	11·24	
North Western (Military)	5′ 6″, and 2′ 6″	*1941-42*	*33,73,82*	*2,05,75*	*2,12,67*	*— 6,92*	*103·36*	*—0·20*	
		1942-43	33,68,67	2,10,37	2,49,96	—39,59	118·82	—1·18	
North Western (Total)	..	*1941-42*	*1,51,20,62*	*23,02,11*	*13,61,40*	*9,40,71*	*59·14*	*6 22*	
		1942-43	1,51,29,14	27,41,16	14,59,46	12,81,70	53·24	8·47	
Rohilkund and Kumaon	3′ 3⅜″	*1941-42*	*4,80,21*	*93,20*	*45,26*	*47,94*	*48·57*	*9·98*	
		1942-43	4,92,66	1,01,12	49,04	52,08	48·50	10·57	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1941-42*	*48,55,21*	*7,25,77*	*4,07,40*	*3,18,37*	*56·13*	*6·56*	
		1942-43	48,21,87	8,66,21	4,49,76	4,16,45	51·92	8·64	
Total Class I Railways	..	*1941-42*	*8,19,07,38*	*1,41,20,93*	*78,31,39*	*62,89,54*	*55·46*	*7·67*	
		1942-43	8,20,97,64	1,63,35,47	84,34,25	79,01,22	51·63	9·62	
CLASS II.									
Barsi Light	2′ 6″	*1941-42*	*1,84,79*	*22,09*	*10,96*	*11,13*	*49·62*	*6·02*	
		1942-43	1,84,61	29,43	12,99	16,44	44·13	8·91	
Bhavnagar State	3′ 3⅜″	*1941-42*	*2,57,62*	*33,84*	*19,73*	*14,11*	*58·30*	*5·48*	
		1942-43	2,56,93	47,33	21,14	26,19	44·67	10·19	
Darjeeling Himalayan	2′ 0″	*1941-42*	*1,09,77*	*19,71*	*13,37*	*6,34*	*67·83*	*5·77*	
		1942-43	1,09,98	24,89	15,40	9,49	61·87	8·63	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge hence shown under Broad Gauge.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1941-42 and 1942-43* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col.6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3¼″	*1941-42*	‡‡*1,72,52*	***26,66*	*13,93*	***12,73*	*52·26*	*7·38*	
		1942-43 (a)	‡‡1,72,52	26,66	13,93	12,73	52·26	7·38	
Gaekwar's Baroda State	3′ 3¼″	*1941-42*	*1,87,03*	*27,15*	*15,65*	*11,50*	*57·60*	*6·15*	
		1942-43	1,86,72	26,58	14,43	21,15	40·55	11·33	
	2′ 6″	*1941-42*	*3,17,83*	*29,22*	*17,34*	*11,38*	*61·63*	*3·58*	
		1942-43	3,41,42	37,83	19,65	17,68	52·63	5·18	
Gondal	3′ 3¼″	*1941-42*	*1,75,25*	*25,71*	*13,26*	*13,45*	*47·68*	*7·67*	
		1942-43	1,77,48	39,39	11,44	27,95	29·04	15·75	
Jaipur State	3′ 3¼″	*1941-42*	*1,35,68*	*17,99*	*8,03*	*9,96*	*44·62*	*7·34*	
		1942-43	1,47,85	22,94	10,41	12,53	45·36	8·48	
Jamnagar Dwarka	3′ 3¼″	*1941-42*	*1,83,48*	*20,98*	*9,98*	*11,00*	*47·57*	*6·00*	
		1942-43	1,85,17	30,72	12,21	18,51	39·74	10·00	
Junagad State	3′ 3¼″	*1941-42*	*1,63,08*	*16,94*	*11,46*	*5,48*	*67·66*	*3·36*	
		1942-43	1,64,05	22,10	12,55	9,55	56·80	5·82	
Morvi	3′ 3¼″	¶*1941-42*	*1,21,88*	*27,40*	*10,02*	*17,38*	*36·49*	*13.92*	
		1942-43	1,37,93	41,52	12,21	29,31	29·41	21·25	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1941-42*	*51,87*	*12,93*	*7,12*	*5.81*	*55·07*	*11·20*	
		192-43	52,84	15,03	7,64	7,39	50·82	13·98	
Total Class II Railways	..	*1941-42*	*20,60,30*	***2,80,62*	*1,50,35*	***1,30,27*	*53·58*	*6·32*	
		1942-43	21,17,50	3,72,92	1,64,00	2,08,92	43·98	9·87	
Class III.									
Ahmadpur Katwa	2′ 6″	*1941-42*	*20,95*	*1,23*	*1,34*	*—11*	*108·68*	*—0·51*	
		1942-43	20,94	1,45	1,45	..	99·97	0·00	

* † ‡ § For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

¶ Excludes capital outlay of Dhrangadhra Railway (Rs. 15,11 thousands) taken over for working from B., B. & C. I. Railway on 1st January 1942, but includes earnings (79 thousand), expenses (31 thousands) and net earnings (48 thousands) for three months only. Columns 8 and 9 have been, however, worked out without the earnings and expenses of the Dhrangadhra Railway.

(a) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

** Revised figures.

5.—*Statement of* $\frac{\text{Capital at Charge *}}{\text{Capital outlay †}}$, *Revenue Earnings and Expenses for the years 1941-42 and 1942-43* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram Light	2′ 6″	*1941-42*	*26,57*	*5,16*	*3,30*	*1,86*	*64·02*	*6·98*	
		1942-43	26,64	4,37	3,37	1,00	77·17	3·74	
Bankura Damoodar River	2′ 6″	*1941-42*	*40,36*	*1,50*	*1,69*	*—19*	*112·93*	*—0·48*	
		1942-43	40,33	1,96	2,09	—13	106·67	—0·32	
Baraset-Basirhat Light	2′ 6″	*1941-42*	*26,96*	*4,84*	*4,49*	*35*	*92·68*	*1·31*	
		1942-43	26,97	6,70	4,64	2,06	69·22	7·64	
Bengal Provincial	2′ 6″	*1941-42*	*15,11*	*1,18*	*93*	*25*	*78·88*	*1·65*	
		1942-43	15,09	1,45	97	48	66·97	3·16	
Bukhtiarpur-Bihar Light	2′ 6″	*1941-42*	*16,59*	*2,74*	*1,95*	*79*	*71·07*	*4·77*	
		1942-43	16,75	3,20	1,97	1,23	61·47	7·34	
Burdwan-Katwa	2′ 6″	*1941-42*	*20,54*	*1,64*	*1,35*	*29*	*82·53*	*1·39*	
		1942-43	20,65	2,28	1,68	60	73·72	2·90	
Cutch State	2′ 6″	*1941-42*	*24,30*	*3,26*	*2,22*	*1,04*	*68·12*	*4·27*	
		1942-43	24,33	3,59	2,36	1,23	65·67	5·06	
Dehri-Rohtas Light	2′ 6″	*1941-42*	*11,21*	*2,56*	*1,61*	*95*	*62·89*	*8·47*	
		1942-43	11,82	2,93	1,18	1,75	40·27	14·81	
Dholpur State	2′ 6″	*1941-42*	*17,56*	*1,82*	*1,09*	*73*	*60·00*	*4·14*	
		1942-43	18,57	1,74	1,07	67	61·22	3·64	
Futwan-Islampur	2′ 6″	*1941-42*	*19,54*	*1,19*	*1,09*	*10*	*91·91*	*0·49*	
		1942-43	19,35	1,13	1,36	—23	120·71	—1·20	
Howrah Amta Light	2′ 0″	*1941-42*	*37,48*	*10,31*	*6,78*	*3,53*	*65·74*	*9·42*	
		1942-43	38,11	12,33	7,29	5 04	59·08	13·23	
Howrah-Sheakhala Light	2′ 0″	*1941-42*	*9,22*	*2,24*	*1,73*	*51*	*77·34*	*5·49*	
		1942-43	9,22	2,86	1,83	1,03	64·14	11·11	
Jagadhri Light	2′ 0″	*1941-42*	*1,12*	*16*	*25*	*—9*	*157·32*	*—8·07*	
		1942-43	1,01	20	28	—8	141·91	—8·14	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1941-42 and 1942-43*

—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat	2′ 0″	*1941-42*	*13,22*	*1,00*	*1,04*	*—4*	*103·87*	*—0·30*	
		1942-43	12,79	1,56	1,14	42	73·07	3·28	
Kalighat-Falta	2′ 6″	*1941-42*	*24,43*	*2,14*	*2,21*	*—7*	*103·03*	*—0·27*	
		1942-43	24,48	3,00	2,94	6	97·72	0·28	
Matheran (Hill) Light	2′ 0″	*1941-42*	*12,44*	*1,38*	*98*	*40*	*71·00*	*3·21*	
		1942-43	12,44	1,36	86	50	63·24	4·00	
Mewar State	3′ 3½″	*1941-42*	*1,29,66*	*10,23*	*5,50*	*4,73*	*53·75*	*3·65*	
		1942-43	1,28,93	11,63	5,16	6,47	44·41	5·02	
Scindia State	2′ 0″	*1941-42*	*1,23,86*	*11,36*	*6,89*	*4,47*	*60·65*	*3·61*	
		1942-43	1,23,59	13,54	7,41	6,13	54·73	4·96	
Tenpore-Balipara Light	2′ 6″	*1941-42* (c)	*4,87*	*1,88*	*1,40*	*48*	*74·53*	*9·83*	
		1942-43 (d)	4,87	1,88	1,40	48	74·53	9·83	
Total Class III Railways	..	*1941-42*	*5,95,99*	(e) *67,82*	(e) *47,84*	(e) *19,98*	(e)*70·54*	(e) *3·35*	
		1942 43	5,96,88	79,16	50,45	28,71	63·73	4·81	
Other items not included in the preceding heads (*a*).	..	*1941-42*	*1,80,84*	..	*2,94*	*—2,94*	..	..	
		1942-43	1,80,17	1	2,80	—2,79	..	..	
Grand Total	..	*1941-42*	*8,48,05,51*	(e)*1,44,69,37*	(e)*80,32,52*	(e)*64,36,85*	(e)*55·51*	(e)*7·59*	
		1942-43 (b)	8,49,92,19	1,67,87,56	86,51,50	81,36,06	51·54	9·57	

* † ‡ § For explanations see footnotes on opposite page.

(a) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

Capital at charge :—

Coal Department	1,63,78
Railway Board's Account's—Account Current (Exchange)	16,39
Total	1,80,17

Gross Earnings :—

+1 Due to rounding off.

Working Expenses :—

Contribution to Depreciation Reserve Fund (Miscellaneous).	2,72
Railway Board Accounts.	8
	2,80

(b) Capital at Charges :—

	1941-42.	1942-43.
State-owned	7,54,72,60	7,72,51,96
Other than State-owned ..	93,32,91	77,40,23
	8,48,05,51	8,49,92,19

(c) Figures for 1941-42 have been revised as the actuals for that year have become available.

(d) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

(e) Revised Figures.

6.--*Details of Gross Earnings of each Railway System for the years 1941-42 and 1942-43.*

(In thousands of rupees.)

NOTE.—"Credits for released materials" previously accounted for under "Earnings" in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Bengal and Assam	5′ 6″	*1941-42*	*1,60,90*	*31,30*	*1,92,20*	*2,27,82*	*1,26*	*2,29,08*	*7*	*40,00*	*4,61,35*
		1942-43	3,28,46	95,86	3,24,32	2,28,90	8,59	2,37,49	31	35,66	5,97,78
	3′ 3¼″ and 2′ 6″	¶*1941-42*	*2,08,79*	*22,08*	*2,30,87*	*3,04,23*	*4,96*	*3,09,19*	*23*	*16,29*	*5,56,63*
		1942-43	2,36,18	70,11	3,06,29	2,78,06	—6,95	2,71,11	53	11,77	5,89,70
Bengal and North-Western	3′ 3¼″	*1941-42*	*1,73,02*	*16,79*	**1,81,35*	*2,64,60*	*1,17*	**2,41,60*	*21*	*15,23*	**4,38,39*
		1942-43	1,69,72	28,70	*1,87,11	2,41,16	4,54	*2,19,60	24	17,41	*4,24,36
Bengal-Nagpur	5′ 6″	*1941-42*	*1,30,49*	*72,10*	*2,52,59*	*10,16,64*	*8,78*	*10,25,42*	*9*	*21,39*	*12,99,40*
		1942-43	2,33,76	1,06,69	3,40,45	10,51,82	18,68	10,70,50	21	25,98	14,37,14
	2′ 6″	*1941-42*	*15,26*	*2,70*	*17,96*	*23,64*	*77*	*24,41*	*6*	*36*	*42,69*
		1942-43	22,16	4,95	27,11	30,86	2,03	32,89	9	23	60,32
Bikaner State	3′ 3¼″	*1941-42*	*24,70*	*2,48*	*27,18*	*30,55*	*10*	*30,65*	*18*	*49*	*58,50*
		1942-43	30,47	3,13	33,60	31,53	18	31,71	29	95	66,55
Bombay, Baroda and Central India.	5′ 6″	*1941-42*	*2,60,41*	*1,04,01*	*3,64,42*	*5,90,05*	*1,41*	*5,91,46*	*31*	*20,09*	*9,76,28*
		1942-43	2,94,16	1,33,31	4,27,47	6,76,09	5,05	6,81,14	44	30,13	11,39,18
	3′ 3¼″	*1941-42*	*2,04,45*	*26,46*	*2,30,91*	*3,89,00*	*1,65*	*3,90,65*	*32*	*18,02*	*6,39,90*
		1942-43	2,22,25	32,33	2,54,58	4,18,60	3,41	4,22,01	59	15,30	6,92,48
	2′ 6″	*1941-42*	*4,98*	*34*	*5,32*	*6,83*	*1*	*6,84*	*2*	*10*	*12,28*
		1942-43	4,57	32	4,89	5,61	1	5,62	2	11	10,64
East Indian	5′ 6″	*1941-42*	*6,55,12*	*1,59,03*	*8,14,15*	*18,39,54*	*7,42*	*18,46,96*	*61*	*61,95*	*27,23,67*
		1942-43	8,13,02	2,19,54	10,32,56	18,22,60	13,76	18,36,36	90	22,27	29,52,09
Great Indian Peninsula	5′ 6″	*1941-42*	*4,75,50*	*3,04,59*	*7,80,09*	*13,54,03*	*8,71*	*13,62,74*	*94*	*51,31*	*21,95,08*
		1942-43	5,80,05	4,51,95	10,32,00	16,41,49	22,51	16,64,00	1,13	58,26	27,55,39
	2′ 6″	*1941-42*	*3,55*	*28*	*3,83*	*4,58*	*14*	*4,72*	*1*	*10*	*8,66*
		1942-43	3,33	37	3,70	6,04	12	6,16	1	6	9,93
Jodhpur	3′3¾″	*1941-42*	*53,35*	*8,67*	*62,02*	*1,01,97*	*24*	*1,02,21*	*17*	*6,30*	*1,70,70*
		1942-43	61,97	12,18	74,15	1,05,67	40	1,06,07	39	8,71	1,89,32
Madras and Southern Mahratta.	5′ 6″	*1941-42*	*1,66,56*	*55,38*	*2,21,94*	*3,94,96*	*1,75*	*3,96,71*	*16*	*13,47*	*6,32,18*
		1942-43	2,15,56	97,45	3,13,01	4,29,59	2,60	4,32,19	9	14,77	7,60,06
	3′ 3¼″	*1941-42*	*1,04,86*	*16,05*	*1,20,91*	*‡2,32,39*	*1,28*	*‡2,33,67*	*13*	*5,75*	*‡ 3,80,46*
		1942-43	1,41,37	21,47	1,62,84	‡2,63,39	1,58	‡2,64,97	24	8,05	‡4,36,10
Mysore State	3′ 3¼″	*1941 42*	*38,63*	*4,54*	*43,17*	*53,35*	*74*	*54,09*	*3*	*1,36*	*98,65*
		1942-43	44,39	7,06	51,45	57,78	84	58,62	7	1,47	1,11,61
	2′ 6″ and 2′ 0″	*1941-42*	*2,65*	*9*	*2,74*	*1,69*	*2*	*1,71*	..	*2*	*4,47*
		1942-43	3,37	18	3,55	2,50	2	2,52	*Nil*	3	6,10
Nizam's State	5′ 6″	*1941-42*	*42,00*	*22,37*	*64,37*	*1,43,66*	*1,33*	*1,45,04*	*26*	*2,96*	*2,13,15*
		1942-43	58,12	35,42	93,54	1,63,62	1,94	1,65,56	54	3,10	2,62,74
	3′ 3¼″	*1941-42*	*35,40*	*5,03*	*40,43*	*63,10*	*1,46*	*64,56*	*14*	*2,06*	*1,07,24*
		1942-43	42,27	7,76	50,03	71,15	1,76	72,91	29	2,26	1,25,49
North Western (Commercial)	5′ 6″	*1941-42*	§	§	§	*11,44,53*	*15,03*	*11,59,66*	*1,33*	*43,61*	*20,54,76*
		1942-43	§	§	§	12,90,72	22,69	13,13,41	1,50	58,94	24,68,86
	2′ 6″	*1941-42*	§	§	§	*23,91*	*65*	*24,56*	*4*	*23*	*41,60*
		1942-43	§		§	18,65	60	19,25	5	—2	42,13

* Excluding the Cawnpore Burhwal (3′ 3¾″ gauge) link earnings, which as to details, are included with the Bengal and North Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Mormugao Harbour earnings.

§ Figures not required.

¶ Includes Rs. 20,69,677 share due to foreign railways which was not apportioned to the respective railways due to late receipt of documents.

6.—*Details of Gross Earnings of each Railway System for the years 1941-42 and 1942-43*—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*											
North Western (Military)	5′ 6″	*1941-42*				*1,20,21*	*1,48*	*1,21,69*	*22*	*3,39*	*1,92,58*
		1942-43	§	§	§	1,24,85	2,24	1,27,09	29	5,26	2,06,61
	2′ 6″	*1941-42*				*7,04*	*6*	*7,10*	*3*	*3*	*13,17*
		1942-43	§	§	§	5,40	5	5,45	3	15	9,76
North Western (Total)	5′ 6″ and 2′ 6″	*1941-42*	*7,19,08*	*2,21,04*	*9,40,12*	*12,95,74*	*17,27*	*13,13,01*	*1,67*	*47,31*	*23,02,11*
		1942-43	9,61,59	2,48,17	12,09,76	14,39,62	25,58	14,65,20	1,87	64,23	27,41,16
Rohilkhand and Kumaon	3′ 3¼″	*1941-42*	*31,98*	*3,98*	*35,96*	*52,15*	*36*	*52,51*	*4*	*4,69*	*93,20*
		1942-43	36,27	4,63	40,90	55,06	56	55,62	5	4,55	1,01,12
South Indian	5′ 6″	*1941-42*	*71,90*	*16,30*	*88,20*	*1,74,15*	*1,42*	*1,75,57*	*6*	*3,70*	*2,67,53*
		1942-43	94,27	24,21	1,18,48	2,18,64	2,03	2,20,67	9	5,45	3,44,69
	3′ 3¼″	*1941-42*	*1,84,00*	*22,02*	*2,06,02*	*2,29,90*	*3,27*	*2,33,17*	*15*	*17,90*	*4,57,24*
		1942-43	1,94,21	39,95	2,34,16	2,56,51	5,91	2,62,42	36	24,58	5,21,52
	2′ 6″	‡*1941-42*	*37*	*3*	*40*	*59*	*Nil*	*59*	*Nil*	*1*	*1,00*
		‡1942-43	..	..	..	..	..	..	..	..	..
Total Class I Railways	..	*1941-42*	*38,17,95*	*11,13,21*	*49,27,70*	*87,95,23*	*65,53*	*88,36,64*	*5,91*	*3,50,63*	*1,41,20,93*
		1942-43	46,91,52	16,45,74	63,25,95	94,96,29	1,15,15	95,85,34	8,75	4,15,43	1,63,35,47
CLASS II.											
Barsi Light	2′ 6″	*1941-42*	*8,75*	*97*	*9,72*	*10,95*	*98*	*11,93*	*2*	*42*	*22,09*
		1942-43	10,87	1,29	12,16	15,24	1,49	16,73	4	30	29,43
Bhavnagar State	3′ 3¼″	*1941-42*	*16,42*	*1,79*	*18,21*	*14,79*	*11*	*14,90*	*11*	*62*	*33,84*
		1942-43	20,52	2,34	22,86	23,22	24	23,46	17	34	47,33
Darjeeling-Himalayan	2′ 0″	*1941-42*	*5,52*	*2,45*	*7,97*	*13,42*	*6*	*13,48*	*1*	*25*	*19,71*
		1942-43	7,09	3,49	10,58	13,96	8	14,04	2	25	24,89
Dibru-Sadiya	3′ 3¼″	*1941-42* (a)	*4,14*	*90*	*5,04*	*20,97*	*6*	*21,03*	*1*	*58*	*26,66*
		1942-43	4,14	90	5,04	20,97	6	21,03	1	58	26,66
Gaekwar's Baroda State	3′ 3¼″	*1941-42*	*16,18*	*1,04*	*16,22*	*10,32*	*7*	*10,39*	*5*	*49*	*27,15*
		1942-43	18,39	1,20	20,09	14,64	10	14,74	11	64	35,58
	2′ 6″	*1941-42*	*11,44*	*71*	*12,15*	*15,31*	*16*	*15,47*	*10*	*1,50*	*29,22*
		1942-43	12,49	77	13,26	21,88	14	22,02	22	1,83	37,33
Gondal	3′ 3¼″	*1941-42*	*10,64*	*1,83*	*12,47*	*12,08*	*5*	*12,13*	*40*	*71*	*25,71*
		1942-43	13,73	2,20	15,93	21,00	17	21,17	39	1,49	39,39
Jaipur State	3′ 3¼″	*1941-42*	*9,45*	*71*	*10,16*	*7,40*	*7*	*7,47*	*1*	*34*	*17,98*
		1942-43	12,34	1,00	13,34	9,01	21	9,22	5	33	22,94
Jamnagar Dwarka	3′ 3¼″	*1941-42*	*6,86*	*78*	*7,64*	*12,25*	*3*	*12,28*	*3*	*1,03*	*20,98*
		1942-43	9,22	1,34	10,56	18,86	13	18,99	2	1,15	30,72
Junagad State	3′ 3¼″	*1941-42*	*8,82*	*78*	*9,60*	*6,90*	*3*	*6,93*	*4*	*37*	*16,94*
		1942-43	11,23	1,24	12,47	8,93	6	8,99	12	52	22,10
Morvi	3′ 3¼″	*1941-42*	*11,42*	*1,81*	*13,23*	*13,43*	*6*	*13,49*	*18*	*50*	*27,40*
		1942-43	15,25	2,53	17,78	22,56	60	23,16	25	33	41,52
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1941-42*	*6,52*	*27*	*6,79*	*6,16*	*—18*	*5,98*	*Nil*	*16*	*12,93*
		1942-43	8,13	26	8,39	6,98	—45	6,53	Nil	11	15,03
Total Class II Railways	..	*1941-42*	*1,13,16*	*14,04*	*1,27,20*	*1,43,98*	*1,50*	*1,45,48*	*96*	*6,97*	*2,80,61*
		1942-43	1,43,90	18,56	1,62,46	1,97,25	2,83	2,00,08	1,90	8,48	3,72,92

‡ Closed for traffic from 31-10-1941.

a As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

6.—*Details of Gross Earnings of each Railway System for the years 1941-42 and 1942-43*—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III.											
Ahmadpur-Katwa	2′ 6″	*1941-42*	*90*	*3*	*93*	*29*	*Nil*	*29*	*Nil*	*1*	*1,23*
		1942-43	1,08	3	1,11	33	Nil	33	Nil	1	1,45
Arrah-Sasaram	2′ 6″	*1941-42*	*3,30*	*10*	*3,40*	*1,74*	*—2*	*1,72*	*Nil*	*4*	*5,16*
		1942-43	3,25	6	3,31	1,03	1	1,04	Nil	2	4,37
Baakura Damoodar River	2′ 6″	*1941-42*	*91*	*3*	*94*	*53*	*Nil*	*53*	*Nil*	*2*	*1,49*
		1942-43	1,30	4	1,34	59	Nil	59	Nil	3	1,96
Barasat-Basirhat Light	2′ 6″	*1941-42*	*3,30*	*19*	*3,49*	*1,32*	*Nil*	*1,32*	*Nil*	*3*	*4,84*
		1942-43	3,96	52	4,48	2,20	Nil	2,20	Nil	2	6,70
Bengal Provincial	2′ 6″	*1941-42*	*69*	*4*	*73*	*29*	*—1*	*28*	*Nil*	*17*	*1,18*
		1942-43	88	4	92	32	—1	31	Nil	22	1,45
Bukhtiarpur Bihar Light	2′ 6″	*1941-42*	*1,68*	*8*	*1,76*	*93*	*3*	*96*	*Nil*	*2*	*2,74*
		1942 43	2,12	5	2,17	1,09	—7	1,02	Nil	1	3,20
Burdwan Katwa	2′ 6″	*1941-42*	*1,19*	*5*	*1,24*	*32*	*Nil*	*32*	*Nil*	*8*	*1,64*
		1942-43	1,76	7	1,83	39	Nil	39	Nil	6	2,28
Cutch State	2′ 6″	*1941-42*	*1,76*	*57*	*2,33*	*73*	*11*	*84*	*Nil*	*9*	*3,26*
		1942-43	2,12	56	2,68	70	10	80	Nil	1	3,59
Dehri-Rohtas Light	2′ 6″	*1941-42*	*30*	*2*	*32*	*2,15*	*3*	*2,18*	*Nil*	*6*	*2,56*
		1942-43	32	1	33	2,19	Nil	2,19	Nil	41	2,93
Dholpur State	2′ 6″	*1941-42*	*56*	*3*	*59*	*1,20*	*Nil*	*1,20*	*1*	*2*	*1,82*
		1942-43	57	2	59	1,11	1	1,12	1	2	1,74
Futwah-Islampur	2′ 6″	*1941-42*	*91*	*2*	*93*	*23*	*Nil*	*23*	*Nil*	*3*	*1,19*
		1942-43	83	2	85	25	Nil	25	Nil	3	1,13
Howrah-Amta Light	2′ 0″	*1941-42*	*8,07*	*36*	*8,43*	*1,86*	*Nil*	*1,86*	*Nil*	*2*	*10,31*
		1942-43	9,95	53	10,48	1,81	Nil	1,81	Nil	4	12,33
Howrah-Sheakhala Light	2′ 0″	*1941-42*	*1,44*	*48*	*1,92*	*32*	*Nil*	*32*	*Nil*	*Nil*	*2,24*
		1942-43	1,82	10	1,92	39	Nil	39	Nil	55	2,86
Jagadhri Light	2′ 0″	*1941-42*	*7*	*Nil*	*7*	*8*	*Nil*	*8*	†	*1*	*16*
		1942-43	11	Nil	11	8	Nil	8	Nil	1	20
Jorhat	2′ 0″	*1941-42*	†	†	†	†	†	†	†	†	*1,00*
		1942-43	†	†	†	†	†	†	†	†	156
Kalighat-Falta	2′ 6″	*1941-42*	*1,79*	*2*	*1,81*	*29*	*Nil*	*29*	*Nil*	*4*	*2,14*
		1942-43	2,59	3	2,62	32	Nil	32	Nil	6	3,00
Matheran (Hill) Light	2′ 0″	*1941-42*	*96*	*16*	*1,12*	*13*	*Nil*	*13*	*Nil*	*13*	*1,38*
		1942-43	90	13	1,03	9	Nil	9	Nil	24	1,36
Mewar State	3′ 3¾″	*1941-42*	*5,51*	*68*	*6,19*	*3,78*	*3*	*3,81*	*1*	*22*	*10,23*
		1942-43	5,79	81	6,60	4,84	Nil	4,84	2	17	11,63
Scindia State	2′ 0″	*1941-42*	*3,68*	*26*	*3,94*	*7,02*	*4*	*7,06*	*8*	*28*	*11,36*
		1942-43	4,45	26	4,71	8,38	7	8,45	10	28	13[illegible],4
Tezpore-Balipara Light	2′ 6″	*1941-42*§	*45*	*14*	*59*	*1,11*	*Nil*	*1,11*	*1*	*17*	*1,88*
		1942-43‡	45	14	59	11,1	Nil	1,11	1	17	1,88
Total Class III Railways	..	*1941-42*	**37,47*	**3,26*	**40,73*	**24,32*	*21*	**24,53*	*11*	**1,45*	**67,82*
		1942-43	44,25	3,42	49,67	27,22	11	27,33	14	2,48	79,16
GRAND TOTAL	..	*1941-42*	**39,68,53*	**11,35,51*	**50,95,03*	**89,63,53*	*67,29*	**90,06,65*	*6,98*	**3,59,10*	**1,44,69,36*
		1942-43	48,79,67	16,67,72	65,36,08	97,20,76	1,18,09	98,12,75	10,79	4,26,57	1,67,87,56

† Information not furnished.
‡ As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.
* Revised figures.
§ Figures for 1941-42 have been revised as the actuals for this year are available now.

7.—Details of working Expenses of each Railway system for the years 1941-42 and 1942-43.

7.—*Details of Working Expenses of each Railway*

NOTE.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems)

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Maintenance and working of Ferry Steamers and Harbours.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Bengal and Assam	5′ 6″	*1941-42* .	*84,75*	*18·40*	*97,31*	*21·10*	*45,29*	*9·82*	..	..
		1942-43 .	78,28	13·10	1,09,09	18·20	49,57	8·29	..	..
	3′ 3¼″	*1941-42* .	*1,08,38*	*19·52*	*84,23*	*15·17*	*42,41*	*7·64*	*13,80*	*2·49*
		1942-43 .	1,34,69	2·90	1,12,02	19·10	44,18	7·52	10,75	1·83
	2′ 6″	*1941-42* .	*24*	*20·30*	*74*	*420*	*15*	*8·97*	..	..
		1942-43 .	34	14·00	77	31·20	16	6·68	..	..
Bengal and North-Western	3′ 3¼″	*1941-42* .	*44,24*	*10·09*	*55,84*	*12·74*	*22,05*	*5·03*	*7,65*	*1·75*
		1942-43 .	49,32	11·62	60,95	14·36	24,52	5·78	7,59	1·79
Bengal-Nagpur	5′ 6″	*1941-42* .	*1,27,01*	*9·77*	*2,05,08*	*15·78*	*1,27,58*	*9·82*	*3,41*	*0·26*
		1942-43 .	1,58,36	11·02	2,21,06	15·38	1,27,22	8·85	8,34	0·58
	2′ 6″	*1941-42* .	*16,68*	*39·08*	*19,40*	*45·43*	*9,02*	*21·14*	..	..
		1942-43 .	19,16	31·76	21,90	36·30	9,61	15·93	..	..
Bikaner State	3′ 3¼″	*1941-42* .	*6,88*	*11·76*	*11,77*	*20·12*	*3,68*	*6·29*	..	..
		1942-43 .	7,42	11·15	10,94	16·43	3,02	4·53	..	..
Bombay, Baroda and Central India.	5′ 6″	*1941-42* .	*1,05,10*	*10·77*	*1,14,28*	*11·71*	*82,05*	*8·40*	...	—
		1942-43 .	88,18	7·74	1,25,12	10·98	87,64	7·69	...	—
	3′ 3¼″	*1941-42* .	*73,05*	*11·42*	*1,08,47*	*16·95*	*52,18*	*8·15*	...	—
		1942-43 .	34,01	4·92	1,23,97	17·90	64,63	9·33	..	—
	2′ 6″	*1941-42* .	*2,76*	*22·48*	*3,16*	*25·70*	*1,22*	*9·89*	—	—
		1942-43 .	2,50	23·50	3,15	29·62	1,20	11·24	—	—
East Indian	5′ 6″	*1941-42* .	*4,61,80*	*16·96*	*3,99,04*	*14·65*	*2,15,98*	*7·93*	*2,29*	*0·08*
		1942-43 .	2,75,47	9·33	4,27,23	14·47	2,17,83	7·38	2,21	0·07
Great Indian Peninsula	5′ 6″	*1941-42* .	*2,70,16*	*12·31*	*3,07,96*	*14·03*	*1,21,61*	*5·54*	—	—
		1942-43 .	2,27,19	8·25	3,47,81	12·62	1,35,66	4·92	—	—
	2′ 6″	*1941-42* .	*1,06*	*12·13*	*1,81*	*20·90*	*41*	*4·69*	..	..
		1942-43 .	1,45	14·57	1,68	16·92	55	5·56	..	..
Jodhpur	3′ 3¼″	*1941-42* .	*17,08*	*10·01*	*25,96*	*15·20*	*4,78*	*2·80*	—	—
		1942-43 .	40,01	21·13	25,94	13·71	9,53	5·03	—	—

System for the years 1941-42 and 1942-43. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
57,64	*12·50*	*24,07*	*5·22*	*31,50*	*6·83*	*14,16*	*3·07*	*3,54,72*	*76·90*	
75,19	12·50	29,88	5·00	61,43	10·30	14,65	2·45	4,18,09	69·90	
48,42	*8·72*	*23,64*	*4·26*	*24,95*	*4·50*	*15,99*	*2·88*	*3,61,82*	*65·18*	Bengal and Assam.
75,42	12·80	26,18	4·45	63,36	10·80	18,21	3·09	4,84,81	82·60	
21	*12·60*	*7*	*4·18*	*6*	*3·59*	*2*	*1·20*	*1,59*	*95·00*	
28	11·40	6	2·41	6	2·31	2	0·84	1,69	68·80	
37,67	*8·59*	*13,28*	*3·03*	*7,98*	*1·82*	*7,36*	*1·68*	*1,96,07*	*44·73*	Bengal and North-Western.
46,57	10·97	14,78	3·48	11,22	2·65	7,68	1·81	2,22,63	52·46	
1,20,82	*9·30*	*43,92*	*3.38*	*54,06*	*4·16*	*27,05*	*2·08*	*7,13,93*	*54·94*	Bengal-Nagpur.
1,39,41	9·70	49,30	3·43	89,07	6·20	27,60	1·92	8,20,36	57·08	
8,00	*18·74*	*2,71*	*6·34*	*1,47*	*3·45*	*89*	*2·08*	*58,17*	*136·26*	
9,22	15·29	3,51	5·82	1,61	2·67	1,04	1·73	66,05	109·50	
4,96	*8·48*	*2,00*	*3·43*	*1,77*	*3·03*	*1,86*	*3·17*	*32,92*	*56·28*	Bikanor State.
4,94	7·42	2,27	3·41	1,15	1·73	1,88	2·84	31,62	47·51	
61,55	*6·30*	*30,20*	*3·09*	*34,76*	*3·56*	*44,28*	*4·54*	*4,72,22*	*48·37*	Bombay, Baroda and Central India.
53,50	4·70	31,78	2·79	54,93	4·82	46,43	4·08	4,87,58	42·80	
50,54	*7·90*	*22,16*	*3·46*	*18,97*	*2·96*	*14,57*	*2·28*	*3,39,94*	*53·12*	
46,83	6·76	21,63	3·12	25,94	3·75	15,12	2·18	3,32,13	47·96	
1,39	*11·33*	*60*	*4·88*	*18*	*1·46*	*11*	*0·93*	*9,42*	*76·67*	
1,34	12·62	52	4·88	16	1·47	10	0·97	8,97	84·30	
2,24,90	*8·26*	*82,67*	*3·03*	*1,04,30*	*3·83*	*57,16*	*2·10*	*15,48,14*	*56·84*	East Indian.
2,38,35	8·07	93,17	3·16	1,64,12	5·56	60,78	2·06	14,79,16	50·10	
1,94,64	*8·87*	*47,63*	*2·17*	*58,74*	*2·67*	*1,16,77*	*5·32*	*11,17,51*	*50·91*	Great Indian Peninsula.
1,99,26	7·23	57,55	2·09	88,49	3·21	1,26,92	4·60	11,82,88	42·92	
54	*6·27*	..	..	*6*	*0·80*	*2*	*0·21*	*3,90*	*45·00*	
68	6·88	..	..	9	0·85	2	0·22	4,47	45·00	
11,56	*6·77*	*4,91*	*2·88*	*8,15*	*4·78*	*2,61*	*1·53*	*75,05*	*43·97*	Jodhpur.
13,76	7·27	5,59	2·95	8,20	4·33	2,80	1·48	1,05,83	55·90	

7.—*Details of Working Expenses of each Railway*

NOTE.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Maintenance and working of Ferry Steamers and Harbours.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1941-42* .	*67,63*	*10·70*	*1,03,12*	*16·30*	*39,48*	*6·24*	..	..
		1942-43 .	46,96	6·18	1,17,36	15·44	56,54	7·44	..	..
	3′ 3⅜″	*1941-42* .	*47,59*	*13·20*	*69,79*	*19·40*	*25,39*	*7·04*	*4,38*	*1·22*
		1942-43	55,89	12·82	76,40	17·52	18,80	4·31	4,64	1·06
Mysore State . .	3′ 3⅜″	*1941-42* .	*11,48*	*11·64*	*27,60*	*27·97*	*10,36*	*10·50*	..	..
		1942-43 .	17,14	15·35	26,89	24·09	11,55	10·34	..	..
	2′ 6″	*1941-42* .	*29*	*7·06*	*1,05*	*26·06*	*23*	*5·59*	..	..
		1942-43 .	44	7·86	1,11	19·52	30	5·29	..	..
	2′ 0″	*1941-42* .	*5*	*12·25*	*15*	*35·15*	*8*	*19·83*	..	..
		1942-43 .	8	17·40	15	35·36	7	17·07	..	..
Nizam's State . .	5′ 6″	*1941-42* .	*14,51*	*6·80*	*23,43*	*10·99*	*16,47*	*7·73*	..	..
		1942-43 .	16,80	6·40	26,25	9·99	19,51	7·42	..	..
	3′ 3⅜″	*1941-42* .	*12,23*	*11·40*	*13,69*	*12·77*	*9,60*	*8·96*	..	..
		1942-43 .	13,29	10·59	16,02	12·77	10,38	8·27	..	..
North Western (Commercial).	5′ 6″	*1941-42* .	*2,17,23*	*10·57*	*3,71,79*	*18·10*	*1,30,04*	*6·33*	..	..
		1942-43 .	2,39,54	9·62	3,99,59	16·06	1,34,63	5·41	..	..
	2′ 6″	*1941-42* .	*76,84*	*84·72*	*10,62*	*25·55*	*4,25*	*10·22*	..	..
		1942-43 .	10,70	25·40	13,75	32·64	3,57	8·47	..	..
North Western (Military)	5′ 6″	*1941-42* .	*57,85*	*30·04*	*68,82*	*35·73*	*20,65*	*10·72*	..	..
		1942-43 .	73,10	36·44	79,15	39·45	21,00	10·47	..	..
	2′ 6″	*1941-42* .	*9,54*	*72·43*	*6,02*	*45·71*	*1,92*	*14·59*	..	..
		1942-43 .	10,53	107·89	5,82	59·63	1,84	18·85	..	..
North Western (Total) .	..	*1941-42* .	*3,61,46*	*15·70*	*4,57,25*	*19·86*	*1,56,86*	*6·81*	..	..
		1942-43 .	3,33,87	12·18	4,98,31	18·18	1,61,04	5·88	..	..
Rohilkund and Kumaon .	3′ 3⅜″	*1941-42* .	*9,71*	*10·42*	*16,61*	*17·83*	*4,82*	*5·16*	..	..
		1942-43 .	10,16	10·05	16,56	16·37	6,05	5·98	..	..
South Indian . .	5′ 6″	*1941-42* .	*28,16*	*10·53*	*45,76*	*17·10*	*10,89*	*4·07*	..	..
		1942-43 .	25,83	7·49	49,03	14·22	11,71	3·40	..	..
	3′ 3⅜″	*1941-42* .	*74,06*	*16·20*	*77,33*	*16·91*	*26,48*	*5·80*	*4,82*	*1·05*
		1942-43	74,30	14·25	85,28	16·35	29,59	5·67	4,88	0·94
	2′ 6″§	*1941-42* .	*85*	*85·35*	*65*	*65·33*	*25*	*24·84*	..	..
		1942-43 .	49	..	22	..	20	..	..	..
TOTAL CLASS I RAILWAYS	..	*1941-42* .	*59,47,31*	*13·79*	*22,71,48*	*16·09*	*10,29,32*	*7·29*	*41,35*	*0·29*
		1942-43 .	17,11,63	10·48	25,05,21	15·33	11,01,06	6·74	38,41	0·24

§ The Narrow Gauge line closed for traffic with effect from 31st October 1941 and dismantled.

System for the years 1941-42 and 1942-43—contd. (*In thousands of rupees.*)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I—*concld.*
40,37	*6·39*	*20,25*	*3·20*	*30,36*	*4·80*	*11,35*	*1·80*	*3,12,56*	*49·40*	
45,11	5·93	21,93	2·89	59,11	7·78	12,33	1·62	3,59,34	47·28	Madras and Southern Mahratta.
28,34	*7·86*	*12,74*	*3·53*	*12,65*	*3·51*	*7,15*	*1·98*	**2,08,03*	*57·70*	
31,01	7·11	14,81	3·40	20,93	4·80	7,65	1·75	*2,30,13	52·77	
8,77	*8·89*	*3,77*	*3·82*	*2,65*	*2·69*	*1,51*	*1·53*	*66,14*	*67·04*	
9,36	8·39	3,92	3·52	3,14	1·98	2,20	2·81	74,20	66·48	
41	*10·03*	*16*	*3·98*	*12*	*2·98*	*6*	*1·56*	*2,32*	*57·26*	Mysore State.
44	7·78	19	3·42	14	1·90	11	2·45	2,73	48·22	
4	*9·63*	*1*	*3·83*	*1*	*2·60*	*1*	*1·42*	*35*	*84·71*	
4	8·26	2	3·59	1	2·06	1	2·74	38	86·48	
14,64	*6·87*	*7,67*	*3·60*	*5,09*	*2·39*	*2,13*	*1·00*	*83,94*	*39·38*	
16,50	6·28	8,48	3·23	6,91	2·63	2,62	1·00	97,07	36·95	Nizam's State.
11,26	*10·50*	*5,90*	*5·50*	*3,68*	*3·43*	*2,24*	*2·08*	*58,60*	*54·64*	
12,70	10·12	6,43	5·12	4,65	3·71	2,40	1·91	65,87	52·49	
1,43,07	*6·96*	*71,52*	*3·48*	*66,57*	*3·24*	*48,63*	*2·37*	*10,48,85*	*51·05*	
1,80,76	7·26	82,40	3·31	87,53	3·52	48,05	1·93	11,72,50	47·11	North Western (Commercial).
4.81	*11·56*	*1,02*	*2·44*	*1,14*	*2·74*	*1,20*	*2·88*	*99,88*	*240·11*	
5,09	12·08	1,16	2·75	1,52	3·61	1,21	2·87	37,00	87·82	
19,19	*9·96*	*10,17*	*5·28*	*8,07*	*4·19*	*6,77*	*3·52*	*1,91,52*	*99·44*	
25,46	12·69	11,59	5·78	10,98	5·47	6,66	3·34	2,27,94	113·62	North Western (Military).
2,02	*15·34*	*60*	*4·60*	*52*	*3·93*	*53*	*4·02*	*21,15*	*160·62*	
2,01	20·59	67	6·87	61	6·25	54	5·53	22,02	225·61	
1,69,09	*7·35*	*83,31*	*3·62*	*76,30*	*3·32*	*57,13*	*2·48*	*13,61,40*	*59·14*	North Western (Total).
2,13,32	7·78	95,82	3·49	1,00,64	3·67	56,46	2·06	14,59,46	53·24	
7,08	*7·60*	*4,08*	*4·38*	*1,70*	*1·83*	*1,26*	*1·35*	*45,26*	*48·57*	Rohilkund and Kumaon.
7,59	7·51	4,38	4·34	2,86	2·83	1,44	1·42	49,04	48·50	
17,67	*6·61*	*9,24*	*3·45*	*9,42*	*3·52*	*4,27*	*1·60*	*1,25,41*	*46·88*	
18,53	5·38	10,73	3·11	19,02	5·52	4,29	1·25	1,39,14	40·37	South Indian.
41,45	*9·06*	*18,00*	*3·94*	*21,77*	*4·76*	*15,82*	*3·46*	*2,79,73*	*61·18*	
44,19	8·47	19,06	3·65	36,33	6·97	16,07	3·08	3,09,70	59·38	
32	*32·10*	*10*	*9·49*	*4*	*3·96*	*5*	*5·06*	*2,26*	*226·13*	
..	..	..	..	..	..	1	..	†92	..	
11,62,28	*8·23*	*4,63,09*	*3·28*	*5,10,74*	*3·62*	*4,05,83*	*2·87*	*78,31,40*	‡*55·46*	TOTAL CLASS I RAILWAYS.
13,03,54	7·98	5,21,99	3·19	8,23,57	5·04	4,28,84	2·63	84,34,25	51·63	

* Includes Mormugao Harbour Expenses shown under columns 10 and 11.

† Rs. 19,179/- represents proportion of the charges incurred on the repairs of Engines and wagons sent to Overseas and Rs. 73,123/- Appropriation to Depreciation Reserve Fund.

‡ Revised figure.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1941-42*	*1,55*	*7·04*	*3,59*	*16·25*	*78*	*3·52*	..	..
		1942-43	1,71	5·82	3,92	13·31	87	2·96	..	..
Bhavnagar State	3′ 3½″	*1941-42*	*3,34*	*9·87*	*7,26*	*21·45*	*1,71*	*5·07*	..	..
		1942-43	3,60	7·61	8,03	16·97	1,76	3·72	..	..
Darjeeling-Himalayan§	2′ 0″	*1941-42*	*2,57*	*13·04*	*3,88*	*19·68*	*1,79*	*9·08*	..	..
		1942-43	3,10	12·45	4,30	17·27	1,88	7·55	..	..
Dibru-Sadiya	3′ 3½″	*1941-42*	*3,59*	*13·46*	*4,10*	*15·37*	*1,96*	*7·36*	..	..
		(a) 1942-43	3,59	13·46	4,10	15·37	1,96	7·36	..	..
Gaekwar's Baroda State	3′ 3½″	*1941-42*	*3,64*	*13·42*	*5,04*	*18·56*	*1,29*	*4·75*	..	..
		1942-43	3,95	11·10	4,58	12·88	1,24	3·50	..	..
	2′ 6″	*1941-42*	*6,51*	*22·28*	*4,31*	*14·75*	*1,83*	*6·26*	..	..
		1942-43	6,82	18·27	5,16	13·82	2,06	5·52	..	..
Gondal‡	3′ 3½″	*1941-42*	*3,46*	*13·46*	*4,84*	*18 81*	*1,32*	*5·14*	..	..
		1942-43	2,64	6·70	4,66	11·83	1,20	3·04	..	..
Jaipur State	3′ 3½″	*1941-42*	*2,62*	*14·55*	*2,34*	*13·01*	*73*	*4·07*	..	..
		1942-43	3,20	13·94	3,28	14·30	1,22	5·33	..	..
Jamnagar-Dwarka	3′ 3½″	*1941-42*	*1,81*	*8·61*	*3,75*	*17·86*	*1,09*	*5·19*	*23*	*1·13*
		1942-43	2,13	6·94	4,74	15·43	1,12	3·66	1,10	3·58
Junagad State	3′ 3½″	*1941-42*	*2,73*	*16·08*	*3,95*	*23·29*	*1,38*	*8·15*	..	..
		1942-43	2,94	13·33	4,55	20·60	1,38	6·23	..	..
Morvi	3′ 3½″	‖*1941-42.*	*1,94*	*7·09*	*3,76*	*13·71*	*1,22*	*4·46*	..	..
		1942-43	2,27	5·47	4,49	10·81	1,05	2·53	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1941-42*	*2,27*	*17·56*	*1,76*	*13·52*	*42*	*3·26*	..	..
		1942-43	2,39	15·91	1,73	53	36	2·35	..	..
TOTAL CLASS II RAILWAYS	..	*1941-42*	*36,03*	*12·84*	*48,57*	*17·31*	*15,52*	*5·53*	*23*	*0·08*
		1942-43	38,34	10·28	53,54	14·36	16,10	4·32	1,10	0·29

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
‖ Includes figures of Dhrangadra Railway for 3 months only taken over for working on 1-1-42.
(a) As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1242-43 also.

System for the years 1941-42 and 1942-43—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
1,51	*6·84*	*2,52*	*11·39*	*1,01*	*4·58*	..	..	*10,96*	*49·62*	Barsi Light.
1,74	5·91	2,66	9·04	2,09	7·09	..	..	12,99	44·13	
2,90	*8·56*	*1,81*	*5·35*	*1,84*	*5·44*	*87*	*2·56*	*19,73*	*58·30*	Bhavnagar State.
3,26	6·89	1,78	3·76	1,78	3·76	93	1·96	21,14	44·67	
2,46	*12·48*	*1,27*	*6·44*	*1,13*	*5·74*	*27*	*1·37*	*13,37*	*67·83*	Darjeeling Himalayan.
3,12	12·55	1,41	5·66	1,27	5·10	32	1·29	15,40	61·87	
2,36	*8·82*	*1,75*	*6·58*	*17*	*0·67*	..	..	*13,93*	*52·26*	Dibru-Sadiya.
2,36	8·82	1,75	6·58	17	0·67	..	..	13,93	52·26	
3,76	*13·85*	*1,06*	*3·92*	*40*	*1·48*	*46*	*1·68*	*15,65*	*57·66*	Gaekwar's Baroda State.
2,71	7·61	1,07	3·00	42	1·18	46	1·28	14,43	40·55	
2,87	*9·84*	*1,17*	*4·00*	*44*	*1·52*	*71*	*2·39*	*17,84*	*61·04*	
3,01	8·07	1,30	3·48	63	1·67	67	1·80	19,65	52·63	
91	*3·55*	*95*	*3·71*	*29*	*1·11*	*49*	*1·90*	*12,26*	*47·68*	Gondal.
1,08	2·74	1,04	2·64	31	0·80	51	1·29	11,44	29·04	
98	*5·44*	*84*	*4·64*	*20*	*1·12*	*32*	*1·79*	*8,03*	*44·62*	Jaipur State.
1,33	5·78	91	3·95	17	0·75	30	1·31	10,41	45·36	
1,71	*8·18*	*79*	*3·77*	*24*	*1·15*	*36*	*1·69*	*9,98*	*47·57*	Jamnagar Dwarka.
1,72	5·59	80	2·60	25	0·80	35	1·14	12,21	39·74	
1,76	*10·42*	*86*	*5·09*	*34*	*2·03*	*44*	*2·60*	*11,46*	*67·66*	Junagad State.
1,73	7·82	1,02	4·61	45	2·02	48	2·19	12,55	56·80	
1,91	*6·97*	*66*	*2·39*	*16*	*0·58*	*37*	*1·36*	*10,02*	*36·56*	Morvi.
2,08	7·41	72	1·73	21	0·51	39	0·95	12,21	29·41	
1,23	*9·54*	*84*	*6·47*	*38*	*2·95*	*23*	*1·77*	*7,12*	*55·07*	Shahdara (Delhi) Saharanpur Light.
1,75	11·66	87	5·80	33	2·17	21	1·40	7,64	50·82	
24,36	*8·68*	*14,52*	*5·18*	*6,60*	*2·35*	*4,52*	*1·61*	*1,50,35*	*53·58*	TOTAL CLASS II RAILWAYS.
26,99	7·21	15,33	4·11	8,08	2·17	4,62	1·24	1,64,00	43·98	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Azmadpur-Katwa	2′ 6″	*1941-42*	*32*	*26·07*	*45*	*36·12*
		1942-43	34	23·44	46	31·47
Arrah-Sasaram Light	2′ 6″	*1941-42*	*94*	*18·13*	*1,22*	*23·66*
		1942-43	94	21·59	1,18	26·96
Bankura-Damoodar River	2′ 6″	*1941-42*	*48*	*31·86*	*51*	*34·37*
		1942-43	59	29·94	66	33·95
Baraset-Basirhat Light	2′ 6″	*1941-42*	*1,02*	*21·08*	*1,78*	*36·87*
		1942-43	70	10·47	2,13	31·72
Bengal Provincial	2′ 6″	*1941-42*	*19*	*16·24*	*37*	*31·44*
		1942-43	25	17·09	36	24·91
Bukhtiarpur-Bihar Light	2′ 6″	*1941-42*	*42*	*15·16*	*79*	*28·96*
		1942-43	35	11·10	79	24·64
Burdwan-Katwa	2′ 6″	*1941-42*	*26*	*16·07*	*46*	*27·91*
		1942-43	37	16·46	58	25·59
Cutch State	2′ 6″	*1941-42*	*39*	*12·02*	*1,28*	*39·11*
		1942-43	51	14·21	1,23	34·38
Dehri-Rohtas Light	2′ 6″	*1941-42*	*51*	*19·92*	*63*	*24·61*
		1942-43	19	6·48	55	18·77
Dholpur-State	2′ 6″	*1941-42*	*18*	*9·68*	*57*	*31·42*
		1942-43	22	12·62	47	27·14
Futwah-Islampur	2′ 6″	*1941-42*	*34*	*28·56*	*31*	*26·11*
		1942-43	29	25·78	56	49·78

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1941-42 and 1942-43—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16	17	18
										CLASS III.
29	*23·78*	*22*	*17·56*	*6*	*5·10*	..	..	*1,34*	*108·63*	Ahmadpur-Katwa
34	23·24	22	15·42	9	6·40	..	..	1,45	99·97	
62	*12·02*	*37*	*7·12*	*10*	*2·04*	*5*	*1·05*	*3,30*	*64·02*	Arrah-Sasaram Light.
70	15·97	40	9·10	9	2·22	6	1·33	3,37	77·17	
30	*20·07*	*31*	*20·79*	*9*	*5·84*	..	..	*1,69*	*112·93*	Bankura-Damoodar River.
36	18·32	33	16·77	15	7·69	..	..	2,09	106·67	
1,11	*22·35*	*33*	*6·78*	*15*	*3·12*	*10*	*1·98*	*4,49*	*92·68*	Baraset-Basirhat Light.
1,20	17·85	33	4·97	16	2·36	12	1·85	4,64	69·22	
22	*18·62*	*14*	*11·65*	*1*	*0·93*	..	..	*93*	*78·88*	Bengal Provincial.
20	13·66	15	10·65	1	0·66	..	..	97	66·97	
40	*14·54*	*23*	*8·47*	*7*	*2·52*	*4*	*1·42*	*1,95*	*71·07*	Bukhtiarpur-Bihar Light.
45	14·20	27	8·35	7	2·06	4	1·12	1,97	61·47	
32	*19·24*	*24*	*14·82*	*7*	*4·49*	..	..	*1,35*	*82·53*	Burdwan-Katwa.
36	15·66	26	11·20	11	4·81	..	..	1,68	73·72	
28	*8·63*	*25*	*7·61*	..	*0·13*	*2*	*0·62*	*2,22*	*68·12*	Cutch State.
36	10·00	23	6·43	1	0·16	2	0·49	2,36	65·67	
25	*9·77*	*14*	*5·47*	*8*	*3·12*	..	..	*1,61*	*62·89*	Dehri-Rohtas Light.
26	8·87	12	4·10	6	2·05	..	..	1,18	40·27	
15	*8·39*	*15*	*8·22*	*1*	*0·78*	*3*	*1·51*	*1,09*	*60·00*	Dholpur-State.
15	8·79	18	9·98	2	1·14	3	1·55	1,07	61·22	
23	*19·63*	*15*	*13·06*	*4*	*3·12*	*2*	*1·43*	*1,09*	*91·91*	Futwah-Islampur.
29	25·42	17	14·93	3	3·11	2	1·69	1,36	120·71	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Howrah Amta Light	2′ 0″	*1941-42*	*1,59*	*15·36*	*2,57*	*24·93*
		1942-43	1,63	13·24	2,82	22·83
Howrah-Sheakhala Light	2′ 0″	*1941-42*	*45*	*20·96*	*57*	*25·42*
		1942-43	30	10·56	77	26·93
Jagadhri Light	2′ 0″	*1941-42*	*1*	*6·15*	*7*	*42·46*
		1942-43	1	5·47	8	38·31
Jorhat	2′ 0″	*1941-42*	*23*	*23·28*	*32*	*31·95*
		1942-43	24	15·62	31	19·97
Kalighat-Falta	2′ 6″	*1941-42*	*50*	*23·16*	*87*	*40·72*
		1942-43	95	31·50	93	31·09
Matheran (Hill) Light	2′ 0″	*1941-42*	*6*	*4·35*	*55*	*39·85*
		1942-43	4	2·94	45	33·9
Mewar State	3′ 3⅜″	*1941-42*	*1,05*	*10·23*	*2,53*	*24·70*
		1942-43	1,08	9·32	2,20	18·91
Scindia State	2′ 0″	*1941-42*	*1,01*	*8·89*	*4,16*	*36·62*
		1942-43	99	7·31	4,32	31·91
Tezpore-Balipara	2′ 6″	*(a)1941-42*	*12*	*6·56*	*66*	*35·04*
		(b)1942-43	12	6·56	66	35·04
TOTAL CLASS III RAILWAYS		*1941-42*	*(c) 10,07*	*(c)14·85*	*(c) 20,57*	*(c)30·43*
		1942-43	10,11	12·77	21,51	27·17

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
(*a*) Revised figures are actuals for the year 1941-42.
(*b*) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.
(*c*) Revised figures.

System for the years 1941-42 and 1942-43—concld. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		
Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of Gross earnings.	Rs.	Per cent. of gross earnings	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—*concld.*
1,63	*15·78*	*50*	*4·89*	*32*	*3·14*	*17*	*1·65*	*6,78*	*65·74*	Howrah-Amta Light.
1,76	14·27	55	4·42	36	2·92	17	1·40	7,29	59·08	
42	*18·81*	*19*	*8·36*	*6*	*2·95*	*4*	*1·74*	*1,73*	*77·34*	Howrah-Sheakhala Light.
47	16·40	19	6·58	6	2·27	4	1·40	1,83	64·14	
5	*31·58*	*9*	*59·49*	*3*	*17·64*	..	..	*25*	*157·32*	Jagadhri Light.
5	23·23	13	68·19	1	6·71	..	..	28	141·91	
32	*32·00*	*11*	*10·56*	*4*	*3·98*	*2*	*2·10*	*1,04*	*103·87*	Jorhat.
40	25·77	11	7·11	4	2·78	4	1·82	1,14	73·07	
41	*19·10*	*29*	*13·54*	*14*	*6·51*	..	..	*2,21*	*103·03*	Kalighat-Falta.
50	16·50	31	10·40	25	8·23	..	..	2,94	97·72	
11	*7·97*	*20*	*14·49*	*6*	*4·34*	..	..	*98*	*71·00*	Matheran (Hill Light.
11	8·09	20	14·71	6	4·41	..	..	86	63·24	
1,00	*9·81*	*43*	*4·22*	*19*	*1·86*	*30*	*2·93*	*5,50*	*53·75*	Mewar State.
92	7·88	59	5·04	16	1·42	21	1·84	5,16	44·41	
74	*6·51*	*56*	*4·93*	*42*	*3·70*	..	..	*6,39*	*60·65*	Scindia State.
73	5·39	53	3·91	84	6·21	..	..	7,41	54·73	
36	*19·26*	*23*	*11·93*	*3*	*1·74*	..	..	*1,40*	*74·53*	Tezpore-Balipara.
36	19·26	23	11·93	3	1·74	..	..	1,40	74·53	
(c)9,21	*13·58*	*(c)5,13*	*(c)7·56*	*1,97*	*(c)2·90*	*79*	*1·17*	*(c)47,84*	*(c)70·54*	TOTAL CLASS III RAILWAYS.
9,97	12·59	5,50	6·95	2,61	3·30	75	0·95	50,45	63·73	

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1943.				TRACK MILEAGE OPEN ON 31ST MARCH 1943.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Bengal and Assam . .	5′ 6″	2-1-62	*668·52	146·13	22·60 (quadruple).	837·25	1,051·18	**481·99	50·92	1,584·09
	Sara-Sirajganj . . .	5′ 6″	1-7-15	53·88	..	..	53·88	53·88	25·62	..	79·50
	Bengal and Assam . . .	3′ 3½″	28-8-77	†2,311·89	9·79	..	2,321·68	2,331·47	§615·43	30·83	2,977·73
	Chaparmukh-Silghat . .	3′ 3½″	30-3-20	50·81	..	..	50·81	50·81	4·15	0·01	54·97
	Cooch Behar State . .	3′ 3½″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Katakhal Lalabazar . .	3′ 3½″	1-4-23	23·49	..	..	23·49	23·49	1·08	..	24·57
	Mymensingh-Bhairab Bazar .	3′ 3½″	20-3-17	100·38	..	..	100·38	100·38	19·78	0·58	120·74
	Bengal and Assam . .	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light .	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—1 .			3,278·95	155·92	22·60	3,457·47	3,681·19	1,153·70	82·34	4,917·23
2	Bengal and North-Western (a)	3′ 3½″	2-4-84	1,239·53	33·27	..	1,272·80	1,306·07	312·06	40·44	1,658·57
	Mashrak-Thawe . . .	3′ 3½″	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3′ 3½″	1-11-75	771·41	10·05	..	781·46	791·51	214·38	22·83	1,028·72
	Total—2 .			2,050·26	43·32	..	2,093·58	2,136·90	(b) 531·08	65·22	2,733·20
3	Bengal-Nagpur . . .	5′ 6″	27-11-88	2,144·86	254·06	..	2,398·92	2,652·98	670·78	169·49	3,493·25
	Central India Coal-fields. .	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	5·94	5·40	65·18
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·52	0·11	74·27
	Parlakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	12·24	0·62	129·40
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	55·43	..	..	55·43	55·43	5·08	1·34	61·85
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	61·97	13·19	701·08
	Total—3 .			3,123·53	254·06	..	3,377·59	(c)3,631·65	761·36	191·48	4,584·49
4	Bikaner State . . .	3′ 3½″	9-12-91	876·02	..	..	876·02	876·02	75·75	7·91	959·68
	Nabha Section . . .	3′ 3½″	1-3-41	7·03	..	..	7·03	7·03	1·06	..	8·09
	Total—4 .			883·05	..	..	883·05	883·05	76·81	7·91	967·77

(a) Purchased by the Government of India with effect from 1-1-1943.
(b) Net increase of 28·64 miles is due to extension and laying of new sidings.
(c) Excludes 2·47 miles, Nadia Loop dismantled during the year.
* Decrease of 7·33 miles is due to dismantlement of line from Amnura to Chapai-Nawabganj (8·72 miles); shortage of main line between Nator Down outer and Siliguri as per actual measurement (0·12 mile); and increase on account of difference in calculation (1·51 miles).
† This includes A. B., Bengal Dooars and E. B. Railways. Increase of 9·01 miles is due to (1) conversion of (7 miles) of single line Narrow to Metre gauge from Jorhat to Donaigaon; (2) difference in calculation (2·42 miles); (3) exclusion of ghat lines (2·60 miles) and (4) shortage of main lines between Santahar and Kaunia (0·63 mile) etc.
** Decrease of 2·55 miles is due to dismantlement of redundant sidings etc.
§ Net Increase of 30·66 miles is due to laying of (75·63 miles) and dismantlement of (14·97 miles) sidings.

for the year 1942-43.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..		..	State line.	Bengal and Assam.
..	..	..	..		..	Branch line under rebate terms.	Sara-Sirajganj.
Gossaigaon to Dosaigaon.	2·82	..	..	..	..	State line.	Bengal and Assam.
..	..	..	..	..	..	Branch line under guarantee terms.†	Chaparmukh-Silghat.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	Branch line under rebate terms.†	Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
..	..	..	..	..	..	State line.	Bengal and Assam.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat light.
	2·82		..		..		Total—1.
..	..	..	..	..	..	Line subsidised by the Government of India.*	Bengal and North-Western.
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur.
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Indian State Railway.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.
..	..	..	..	..	..	Indian State lines.	Bikaner State.
..	..	..	..	..	..		Nabha State.
	..		..		..		Total—4.

* Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.

† Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1943.				Track mileage open on 31st March 1943.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Bombay, Baroda and Central India.	5′ 6″	10-2-60	(a) 904·15	240·82	*19·44	(a) 1,164·41	1,463·29	(d)363·64	98·83	1,925·76
	Nagda-Ujjain	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·75	1·01	40·55
	Gaekwar's Petlad	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·27	2·45	25·14
	Tarapur-Cambay State	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	0·75	14·59
	Bombay, Baroda and Central India.	3′ 3½″	14-2-73	1,876·36	2·82	..	1,879·18	1,882·00	389·42	28·54	2,299·96
	Ahmedabad-Parantij	3′ 3½″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Palanpur State	3′ 3½″	8-11-93	17·11	..	..	17·11	17·11	1·26	..	18·37
	Champaner-Shivrajpur-Pani Light.	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·82	0·85	28·16
	Nadiad-Kapadvanj	2 6″	5-2-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·76	1·19	63·32
	Piplod-Devgad Baria	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—5			3,107·16	243·64	19·44	(b) 3,370·24	3,671·94	784·02	(c)140·60	4,596·56

* 0·26 mile treble and 19·18 miles quadruple.

(a) Includes 155·72 miles of Tapti Valley Railway purchased by the Govt. of India from Messrs. Killick Nixon & Co. with effect from 31-3-1942.

(b) Excludes 72·28 miles of Broach Jambusar and Samni Dahej Railways sold to the Baroda Govt. from 1-10-1942.

(c) Decrease is due to dismantling redundant and out of use sidings on Ratlam & Kotah Divisions.

for the year 1942-43—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur-Cambay State
..	..	..	..	..	..	Stateline.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani Light.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—5.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1943.				TRACK MILEAGE OPEN ON 31ST MARCH 1943.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	East Indian . . .	5′ 6″	15-8-54	2,987·98	(c)934·85	(f) ‡88·22	(a) 4,011·05	5,161·98	(b)1,834·89	209·71	(b)7,206·58
—	Cawnpore-Burhwal link .	3′ 3¾″	24-11-96	67·90	..	..	67·90	67·90	17·25	1·77	86·92
	Total—7 .			3,055·88	934·85	88·22	4,078·95	5,229·88	1,852·14	211·48	7,293·50
7	Great Indian Peninsula (c) .	5′ 6″	18-4-53	2,237·43	775·52	32·74 (quadruple).	3,045·69	3,919·43	956·51	202·28	5,078·22
	Bhopal-Itarsi (Jointly owned by State and Indian State).	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	24·15	0·18	80·97
	Bhopal-Ujjain . . .	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	7·24	4·67	125·37
	Bina-Goona-Baran . .	5′ 6″	23-9-98	147·07	..	..	147·07	147·07	10·06	..	157·13
	Dhond-Baramati . . .	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	0·98	0·45	28·73
	Ellichpur-Yeotmal . .	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·73	2·64	126·18
	Pachora-Jamner . . .	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·98	0·89	37·49
	Pulgaon-Arvi . . .	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—7 .			2,756·16	775·52	32·74	3,564·42	4,438·16	(d)1,007·78	211·35	5,657·29
8	Jodhpur	3′ 3¾″	24-6-82	806·95	..	..	806·95	806·95	108·18	13·47	928·60
	Jodhpur Hyderabad (British Section).	3′ 3¾″	18-8-92	269·24	..	..	269·24	269·24	55·23	6·27	330·74
	Mirpur Khas-Khadro † .	3′ 3¾″	1-1-12	49·50	..	..	49·50	49·50	4·44	1·60	55·54
	Total—8 .			1,125·69	..	..	1,125·69	1,125·69	167·85	21·34	1,314·88

(a) Excludes the following track dismantled :—

Last portion of Unao-Madhoganj Branch on 29-4-1942	.	15·09 Miles
Barabanki-Bahramghat Branch on 27-2-1943 .	.	12·83 ,,
Re-measurement and re-alignment .	.	+ 0·67 ,,

(b) Includes 1·59 miles of Traverser track and 1·21 miles of Crane Path in Lillooah Workshop.

(c) The following mileages of Metre and Narrow Gauges, at junction stations, which are solely used by the Foreign railways but maintained by this railway, have not been included :—

B. B. & C. I. Railway . . .	1·665 miles of 3′3 3/8″ Gauge in Agra Area.
M. & S. M. Railway . . .	0·064 mile of 3′ 3 3/8″ Gauge at Ghorpuri.
G. I. Railway	0·998 mile of 2′—0″ Gauge at Gwalior.
B. N. Railway	1·070 miles of 2′—6″ Gauge at Jubbulpore.
B. B. & C. I. Railway . .	2·259 miles of Mixed Gauge in Agra Area.

(d) Increase of 49·95 miles in sidings is due to additions and alterations, constructed and extended for the Military Department).

(e) Decrease of 5·25 miles is due to conversion of Track between Rosa and Kahelia into two track line on 16-9-1942.

(f) Increase is due to conversion of the section Khana—Ondal into one with treble lines :—

Rajbandh-Panagar on 5-5-42	4·00 Miles
Mankar-Paraj on 7-8-42	4·30 ,,
Paraj-Galsi on 1-2-43	3·40 ,,
Durgapur-Rajbandh on 1-2-43	4·25 ,,

† Purchased by the Govt. of India with effect from 1st January 1943.

‡ 55·91 miles treble, 27·33 miles quadruple, 4·01 miles quintuple, 0·08 mile sextuple and 0·89 miles septuple.

for the year 1942-43—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*b*)		UNDER CONSTRUCTION. (*c*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	East Indian.
..	..	..	..	..	..	State line. ¶	Cawnpore Burhwal link.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	Great Indian Peninsula.
..	..	..	..	..	..		Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..	Indian State lines.	Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..		Dhond-Barmati.
..	..	..	..	..	..	Branch lines under rebate terms.	Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jaunner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—7.
..	..	..	..	..	..	Indian State line.	Jodhpur.
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (*a*).	Mirpur Khas-Khadro.
	..		..		..		Total—8.

¶ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(*a*) Receives land only from Government and Indian States.

(*b*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*c*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1943.				TRACK MILEAGE OPEN ON 31ST MARCH 1943.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Madras and Southern Mahratta	5′ 6″	1-7-56	1,039·84	48·17	3·71 (Quadruple).	1,091·72	1,151·02	345·55	19·44	1,516·01
	Kolar Gold-fields (M. S. Ry.)	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	1·84	2·95	14·67
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3¼″	24-3-84	*1,710·98	1·15	..	1,712·13	1,713·28	260·56	5·48	1,979·32
	Alnavar-Dandeli (Provincial)	3′ 3¼″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Kolhapur State	3′ 3¼″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3¼″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3¼″	17-1-87	51·04	..	..	51·04	51·04	23·54	0·54	75·12
	Total—9			2,886·44	49·32	3·71	2,939·47	2,999·92	637·04	28·41	3,665·37
10	Mysore State	3′ 3¼″	1-2-91	347·79	..	..	347·79	347·79	47·35	0·55	395·69
	Bangalore-Harihar	3′ 3¼″	11-8-84	210·49	..	..	210·49	210·49	30·65	0·72	241·86
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3¼″	15-12-92	51·19	..	..	51·19	51·19	4·23	..	55·42
	Bangalore-Chick Ballapur Light	2′ 6″	6-4-15	38·63	..	..	38·63	38·63	4·96	..	107·16
	Kolar District	2′ 6″	15-12-13	63·57	..	..	63·57	63·57			
	Tarikere—										
	Narasimharajapura Tramway	2′ 0″	22-5-15	26·60	..	..	26·60	26·60	2·62	..	29·22
	Total—10			738·27	..	..	738·27	*738·27	89·81	1·27	829·35
11	Nizam's State	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	70·16	7·38	407·72
	Bezwada Extension	5′ 6″	10-2-89	†21·54	..	..	21·54	21·54	1·53	..	23·07
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	5·08	3·96	154·73
	Karepalli-Kothagudium	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	3·83	2·42	30·77
	Vikarabad-Bidar and Extension	5′ 6″	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·86	..	179·11
	Hingoli Branch	3′ 3¼″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavery Valley	3′ 3¼″	21-10-99	377·11	8·54	..	385·65	394·19	60·73	2·22	457·14
	Parbhani-Purli	3′ 3¼″	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3′ 3¼″	1-2-16	138·80	9·28	..	148·08	157·36	15·97	0·05	173·38
	Dronachellam (Dhone-Kurnool)	3′ 3¼″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Jankampet Bodhan	3′ 3¼″	1-11-38	12·04	..	..	12·04	12·04	1·76	1·40	15·20
	Total—11			1,342·16	17·82	..	1,359·98	1,377·80	178·33	17·43	1,573·56

*Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.
†Maintained by N. S. Ry. 20·32 miles & by M. and S. M. Ry. 1·22 miles.

for the year 1942-43—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (b)		UNDER CONSTRUCTION. (c)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Madras and Southern Mahratta.
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields (M. S. Ry.).
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—9.
..	..	..	..	..	..		Mysore State.
..	..	..	..	..	..	Indian State Lines.	Bangalore-Harihar.
..	..	..	..	..	..		Hindupur (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	Line guaranteed by Indian State.	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Indian State Line.	Kolar District.
							Tarikere—
..	..	..	..	..	..	Indian State line.	Narasimnarajapura Tramway.
	..		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State.
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
..	..	..	..	..	..		Karepalli-Kothagudium.
..	..	..	..	..	..		Vikarabad-Bidar and Extension.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavary Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam (Dhone Kurnool.)
..	..	..	..	..	..	Indian State line.	Jankampet Bodhan.
				Mudkhed to Adilabad (a)	100·69	Indian State line.	
	..		..		100·69		Total—11.

(a) Construction of the line has been suspended for want of materials.

(b) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(c) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1943.				TRACK MILEAGE OPEN ON 31ST MARCH 1943.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western †† . .	5′ 6″	13-5-61	4,833·57	885·03	..	**5,718·60	6,603·63	1,911·10	69·66	*8,584·39
	Shahdara Narowal . .	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·89
	Bahawalnagar-Fort Abbas .	5′ 6″	4-4-28	63·11	..	..	63·11	63·11	3·45	..	66·56
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian . .	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	5·40	..	50·48
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·43	..	51·46
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·65	..	19·51
	Khanpur-Chachran . .	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·69	..	24·67
	Ludhiana-Dhuri-Jakhal .	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun . . .	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	4·26	..	50·94
	Rajpura Bhatinda . .	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal . . .	5′ 6″	10 11-15	38·70	..	..	38·70	38·70	5·84	..	44·54
	Sirhind-Rupar . . .	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor . .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·34	..	79·80
	Kalka-Simla . . .	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·21	..	70·14
	Kangra Valley . . .	2′ 6″	1-12-28	68·04	..	..	68·04	68·04	8·15	..	76·19
	Zhob Valley (Fort Sandeman-Bostan).	2′ 6″	1-1-21	173·84	..	..	§173·84	173·84	28·70	..	202·54
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	10·75	..	72·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	22·62	8·23	188·33
	Total—12 .			6,000·21	885·03	..	(a)6,885·24	7,770·27	(b)2,061·10	77·89	9,909·26

* Khania to Zardalo (37·45 miles, single line and 0·82 miles siding) of Sibi Khanai Section and Landi Kotal-Landi Khana (4·83 miles, single line and 0·85 mile siding) closed to traffic, not included.

†† Includes 162·84 miles, single line and 5·63 miles sidings, "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

§ Excludes 9·32 miles of mixed gauge (Khanai Bostan Section) included under main line, broad gauge.

** Includes the mixed gauge line referred to in the note marked with § above.

(a) Excludes { 24·79 miles due to closing of Gohana Panipat (B. G.) Ry. on 27-6-42.
10·95 miles due to closing of Ghazighat Mahmudkot (B. G.) Ry. on 22-7-42.
37·45 miles due to closing of Khanai Zardalu (B. G.) on 10-3-43.

(b) Increase of 85·83 miles in Sidings is due to minor additions and alterations, constructed, extended and change in bases of length of Sidings etc.

for the year 1942-43—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
(c) Nokkundi-Zahidan	137·47	..	..	..	..	State line.	North Western.
(d) Kala-Dina Loop	6·18						
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas.
..	..	..	..	..	..		Jind-Panipat (Indian States Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Bostan).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Bannu) and Laki-Pezu Tank-Manzai.
	143.65		..		..		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.

Opened for Passenger and Goods traffic on 10-5-1942

(d) Opened for Military Passengers only on 15-7-1942.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1943.				TRACK MILEAGE OPEN ON 31ST MARCH 1943.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon**	3′ 3⅜″	12-10-34	258·72	..	..	258·72	258·72	39·58	4·34	302·64
	Lucknow-Bareilly	3′ 3⅜″	12-10-34	310·00	1·16	..	311·16	312·32	66·24	14·02	392·58
	Total—13			568·72	1·16	..	569·88	571·04	105·82	18·36	695·22
14	South Indian§	5′ 6″	23-5-60	559·24	..	..	559·24	559·24	138·14	5·43	702·81
	Shoranur Cochin	5′ 6″	24-10-34	73·44	..	..	73·44	73·44	22·96	*1·78	98·18
	South Indian§	3′ 3⅜″	15-7-61	1,433·55	(a)4·84	(b)15·55	†1,453·94	†1,489·88	331·66	13·99	1,835·53
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	5·18	..	34·14
	Peralam-Karaikkal	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·34	..	15·99
	Podanur-Pollachi	3′ 3⅜″	15-10-15	24·38	..	..	24·38	24·38	2·44	..	26·82
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·16	0·18	10·19
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·23	..	42·41
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·52	..	..	50·52	50·52	10·14	0·29	60·95
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64	97·64	11·12	0·39	109·15
	Total—14			2,328·41	4·84	15·55	2,348·80	2,384·74	529·37	22·06	2,936·17
	Total Class I			33,244·89	3,365·48	182·26	36,792·63	40,640·50	79,936·21	1,097·14	51,673·85

* Includes 0·87 miles of 3′ 3⅜″ Gauge.
** Purchased by the Government of India with effect from 1st January 1943.
† Includes electrified lines between Madras Beach and Tambaram.
§ Note (1) The following Mixed Gauge Track has been included in the B. G. Route and Running Track.
(*i*) 1·72 miles between Olavakkot and Palghat.
(*ii*) 1·34 miles between Podanur and Coimbatore (Nanjundapuram Block station).
(2) 1·97 miles of Mixed Gauge track between Salem Junction and Salem Market has been included in the M. G. Route and Running Track.
(*a*) The double line comprises of (*i*) 2·25 miles between Golden Rock and Trichinopoly Jn. (*ii*) 2·59 miles, electrified, between Madras Beach and Egmore.
(*b*) 15·55 miles of Treble line (two lines of which are electrified) are between Madras Egmore and Tambaram.

for the year 1942-43—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.†	Rohilkund and Kumaon.
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..		..	State line.	South Indian.
	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
	..		..		..		Total—14.
	146·47		..		100·69		Total Class I

* Although the property of the Travancore Durbar, it is treated as State line.

† Receives land only from Government.

(a) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statemen*

Class II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1943.	Track mileage open on 31st March 1943.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	Class II Railways.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·21	224·78	Line subsidized by the Government of India and Indian State.*
2	Bhavnagar State	3′ 3¼″	20-12-80	307·04	307·04	71·88	378·92	Indian State Lines.
3	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·97	100·41	Branch line under rebate terms.
	Total—3			146·51	146·51	15·63	162·14	
4	Dibru-Sadiya (a)	3′ 3¼″	15-8-82	84·00	84·00	28·61	112·61	Line subsidized by Local Government. ¶
	Ledo and Tikak Margherita Colliery	3′ 3¼″	17-2-84	5·50	5·50	28·25	33·75	Unassisted Company's line.
	Total—4			89·50	89·50	56·86	146·36	
5	Gaekwar's Baroda State	3′ 3¼″	21-3-87	255·12	255·12	34·87	289·99	
	Khijadia-Dhari	3′ 3¼″	11-3-13	37·46	37·46	4·62	42·08	
	Prachi Road-Kodinar	3′ 3¼″	6-4-38	15·85	15·85	0·80	16·65	
	Gaekwar's Baroda State	2′ 6″	8-4-73	†405·44	†405·44	63·31	468·75	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·10	24·77	
	Total—5			736·54	736·54	105·70	842·24	Indian State lines
6	Gondal	3′ 3¼″	19-1-81	126·08	126·08	21·01	147·09	
	Jetalsar-Rajkot	3′ 3¼″	12-4-93	46·16	46·16	10·42	56·58	
	Porbandar State	3′ 3¼″	1-10-89	41·25	41·25	7·67	48·92	
	Total—6			213·49	213·49	39·10	252·59	
7	Jaipur State	3′ 3¼″	10-11-05	245·60	245·60	20·09	265·69	
8	Jamnagar-Dwarka	3′ 3¼″	1-4-22	78·32	78·32	6·06	84·38	Indian State line.
	Jamnagar	3′ 3¼″	8-4-97	86·97	86·97	16·92	103·89	
	Okhamandal	3′ 3¼″	15-11-22	37·21	37·21	6·89	44·10	
	Total—8			202·50	202·50	29·87	232·37	
9	Junagad State	3′ 3¼″	1-9-88	§229·22	229·22	29·97	259·19	Indian State lines.
10	Morvi	3′ 3¼″	4-3-05	132·26	132·26	39·51	171·77	
	Dhrangadhra	3′ 3¼″	1-6-98	40·28	40·28	18·54	58·82	
	Total—10			172·54	172·54	58·05	230·59	
11	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·90	103·40	Line subsidized by the Government of India.*
	Total Class II			2,638·01	2,638·01	460·26	3,098·27	

* Receives land only from Government.
† Increase of 72·38 miles in main line is due to purchase of Broach Jambusar Samni Dahej Railways from B. B. & C. I. Railway on 1-10-42.
§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only.
¶ Subsidy ceased with effect from 1920-21.
(a) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

for the year 1942-43—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Name of Railway.
		SANCTIONED BUT NOT COMMENCE (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions
	..		..		..	Total—3.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita Colliery
	..		..		..	Total—4.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Khijadia-Dhari.
..	..	..	..	..	..	Prachi Road-Kodinar.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..		..		..	Total—5.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	JetalsarRajkot.
..	..	..	..	..	..	Porbandar State.
	..		..		..	Total—6.
	..	(c)Fatehpur-Bissau Section	18·51	Jaipur Sanganer	15·23	Jaipur State.
(d) Salaya to Sykes Point.	3·59	..	..	..	..	Jamnagar-Dwarka.
..	..	Jam-Wanthali-Kalawad	16·02	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	3·59		16·02		..	Total—8
..	..	..	..	..	..	Junagad State.
..	..	Morvi—Halwad	32.18	..	..	Morvi.
..	..	..	..	..	..	Dhrangadhra.
..	..	..	32·18	..	..	Total—10.
..	..	..	..	..	..	Shahdara (Delhi)-Saharanpur Light.
	3·59		66·71		15.23	TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(c) Construction of this line has been suspended during the war.

(d) Opened for Goods, traffic only.

8.—*Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route-mileage open (Single line) on 31st March 1943.	TRACK MILEAGE OPEN ON 31ST MARCH 1943.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·79	35·48	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·86	71·02	Line subsidized by District Board.
3	Bankura-Damodar River	2′ 6″	15-12-16	59·95	60·33	7·25	67·58	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·40	57·64	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·55	76·55	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	24·09	24·09	12·31	36·40	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·66	28·66	Branch line under guarantee terms.
12	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	7·18	51·05	Lines subsidized by District Board.
13	Howrah-Sheakhala Light	2′ 0″	20-8-97	19·75	19·75	1·41	21·16	
14	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
15	Jorhat	2′ 0″	13-9-83	32·50	32·50	1·32	33·82	State line.
16	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
17	Matheran (Hill) Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
18	Mewar State	3′ 3⅜″	1-8-95	145·90	145·90	20·87	166·77	Indian State line.
19	Scindia State	2′ 0″	2-12-99	294·92	294·92	*30·03	324·95	Indian State line.
20	Tarpore-Balipara Light (*a*)	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.†
	TOTAL CLASS III	..	..	1,094·40	1,095·81	126·94	1,222·75	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives land and rebate from Government.
† Subsidy ceased with effect from 1914-15.
(*a*) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

for the year 1942-43—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING YEAR 1942-43.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1943.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Daighara-Jamalpurganj.
	..		..		..	Total—5.
	..	..	..	..	..	Bukhtiarpur-Bihar Light.
	..	..	..	..	..	Burdwan-Katwa.
	..	..	..	..	..	Cutch State.
	..	..	..	..	..	Dehri-Rohtas Light.
	..	..	..	..	..	Dholpur State.
	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jorhat.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Matheran (Hill) Light.
..	..	..	..	..	..	Mewar State.
..	..	..	..	..	..	Scindia State
..	..	..	..	..	..	Tezpore-Balipara Light.
	..		..		..	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—*Mean mileage worked, number of stations and gradients on Class I Railways during the year 1942-43.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" Gauge.														
Bengal & Assam	891·1	246	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
Bengal Nagpur	2,542·9	411	1·47	19·1	194·1	877·5	182·0	1,274·2	0·87	1 in 50	10·0	573	16·3	15·3
Bombay, Baroda & Central India.	1,233·0	224	*Nil*	1·35	0·61	261·5	95·1	358·6	0·88	1 in 80	5·75	996	14·8	19·8
East Indian	(e)4,149·9	737	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·5	10·6
Great Indian Peninsula.	3,379·2	490	20·8	26·1	94·1	1,046·2	407·5	1,594·7	0·16	1 in 34	9·92	600	20·5	16·1
Madras and Southern Mahratta.	1,129·8	233	*Nil*	12·8	33·0	184·4	112·4	342·6	0·80	1 in 60	8·00	716	20·7	12·0
Nizam's State	688·2	94	*Nil*	*Nil*	153·7	220·4	30·7	404·8	2·52	1 in 100	(c) 4·40	(c) 1,300	18·9	20·2
North Western	6,315·7	1,003	91·3	112·3	221·6	247·9	237·9	911·0	2·75	1 in 25	12·6	455	(i) 13·9	(i) 14·9
South Indian	(k)767·3	156	*Nil*	28·5	47·6	134·3	54·2	264·6	1·16	1 in 62	7·16	800	35·3	24·1
Total	21,097·1	3,594	113·7	223·2	811·6	3,280·2	1,265·5	5,694·2						
3'3½" Gauge.														
Bengal & Assam	2,529·5	560	12·8	38·7	42·5	269·4	111·0	474·4	12·8	1 in 50	14·0	409	13·1	23·6
Bengal and North Western.	2,171·5	366	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·74	656	10·0	7·96
Bikaner State	883·1	116	*Nil*	*Nil*	0·17	111·0	64·2	175·4	0·17	1 in 100	10·0	573	7·55	10·1
Bombay, Baroda & Central India.	1,985·0	(d)297	3·40	0·48	19·0	388·4	(j) 262·7	674·0	3·40	1 in 40	6·00	716	9·55	10·3
East Indian	67·9	4	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,124·9	175	0·51	*Nil*	2·51	234·7	80·4	318·1	0·51	1 in 50	8·00	716	8·80	11·4
Madras and Southern Mahratta.	1,816·5	283	13·6	46·2	488·2	372·3	114·9	1,035·2	2·08	1 in 40	12·0	479	22·0	36·0
Mysore State	609·5	103	*Nil*	54·3	273·4	72·8	27·3	427·8	1·05	1 in 70	10·0	573	20·1	24·9
Nizam's State	671·8	112	*Nil*	*Nil*	11·5	352·7	175·0	539·2	0·78	1 in 100	5·00	1,146	10·8	8·92
Rohilkund and Kumaon.	568·5	105	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70	12·0	479	8·70	8·22
South Indian	1,719·2	426	24·0	30·6	82·9	356·0	135·3	628·8	0·31	(h) 1 in 53	(f) 11·5	500	18·0	(g) 16·3
Total	14,147·4	2,547	54·4	176·7	931·8	2,180·9	1,006·1	4,349·9						
2'6" and 2'0" Gauges.														
Bengal & Assam	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Bengal Nagpur	924·8	136	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	188·5	26	*Nil*	4 20	29·1	33·3	8·2	74·8	0·35	1 in 75	12·0	478	21·3	50·2
Great Indian Peninsula.	201·6	25	*Nil*	1·71	49·0	49·6	12·2	112·5	0·80	1 in 80	12·0	478	17·5	41·8
Mysore State	128·8	25	5·43	6·67	47·7	*Nil*	12·7	72·5	5·43	1 in 50	40·0	143	10·1	25·2
North Western	606.9	76	86·1	40·7	99·3	91·7	41·5	359·3	0·80	1 in 20	52·1	110	20·4	175·6
Total	2,087·5	302	92·0	97·5	378 6	379·6	129·5	1,077·2						
Grand Total	37,332·0	6,443	260·1	497·4	2,122·0	5,840·7	2,401 1	11,121·3						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	2,644 67	508
	Class III Railways	1,095·84	310

(b) Excludes block huts, branch booking offices, out agencies and train halts.
(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 fts
(d) Excludes 6 stations handed over to the Railway Military Units as a temporary measure.
(e) Includes 126·07 mean miles due to running powers.
(f) The steepest curve on the Travancore Ghat is of 477' radius at mile Q. 431 and on the Nilgiri Ry. of 318' at miles H. 15 & H. 16.
(g) The figure is for plains section, the figure for ghat section being 341 5°.
(h) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12·28 for length of 0·28 mile, 1 in 12·50 generaly on the rack section and 1 in 25 for a length of 2·63 miles in the adhesive Section.
(i) Figures relating to Landi Kotal-Landi Khana and from near Zardaloo to Khanai (closed to traffic) not excluded while calculating these results
(j) Include total length of gradients of 1/301 to 1/500 (20·9 miles) and 1/501 to 1/1000 (12·4 miles).
(k) Includes 133 miles of M. & S. M. Rly. over which running power is exercised.

10.—*Statement of Rolling Stock in Service on Class I Railways on the 31st March 1943.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity

A.—Locomotives and Rail Cars, etc.—*By gauges.*

Railway.	Locomotives.						Rail Cars (Steam propelled)			Rail Cars (Internal combustion engine propelled).			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort in lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal and Assam	221	72	293	..	7,470,078	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	608	52	656	..	20,732,763	..	1	24	80	1	24	80	..	..	..	..
Bombay, Baroda and Central India.	321	*35	356	2	9,310,871	10,000	..	..	..	..	..	..	40	..	7,280	70
East Indian	1,137	430	1,567	..	37,247,298	..	3	30	270	..	..	..	..	..	..	..
Great Indian Peninsula	598	62	660	66	17,732,489	2,065,000	..	..	..	..	..	..	53	..	6,870 (c)	67
Madras and Southern Mahratta.	244	58	302	..	7,756,138	..	..	..	..	6	..	660	..	..	..	..
Nizam's State	81 (d)	4	85	..	2,122,026	..	..		..	4	..	336	..	..	..	..
North Western	1,061	114	1,175	..	31,612,005	..	6	..	589	12(a)	7	1,111	..	..	..	..
South Indian	(b)126	17	153	..	3,431,270	..	..	..	..	..	..	..	..	..	..	..
Total	4,402	844	5,246	68	137,414,938	2,075,000	10	54	939	22	31	2,187	93	..	14,150	68
3′ 3½″ Gauge.																
Bengal and Assam	394	17	411	..	6,482,734	..	1	..	(h) 56	..	..	..	..	..	..	..
Bengal and North Western.	336	29	365	..	4,773,755	..	..	..	..	..	..	..	..	..	..	..
Bikaner State	56	..	56	..	757,554	..	..	..	..	1	2	63	..	..	..	..
Bombay, Baroda and Central India.	354	75	429	..	6,598,482	..	3	36	307	..	..	..	..	..	..	..
Jodhpur	90	4	94	..	1,306,348	..	..	..	..	1	(e) 7	(i)5	..	..	..	..
Madras and Southern Mahratta.	282	5	287	..	4,869,355	..	..	..	..	..	..	..	..	..	..	..
Mysore State	78	8	86	..	1,337,579	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	63	12	75	..	1,135,295	..	2	..	224	..	..	..	..	..	..	..
Rohilkund and Kumaon	77	5	82	..	1,145,854	..	..	..	..	..	..	..	..	..	..	..
South Indian	250	85	335	4	4,748,684	41,600	..	..	..	3	..	220	(f)24	720	528	37
Total	1,980	240	2,220		33,155,640	41,600	6	36	587	5	9	288	24	720	528	37
2′ 6″ and 2′ 0″ Gauges.																
Bengal and Assam	..	9	9	..	35,940	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	101	8	109	..	1,616,239	..	3	18	96	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	5	15	20	..	178,345	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	10	8	18	..	254,096	..	..	..	..	1	..	58	..	..	..	..
Mysore State	12	6	18	..	116,425	..	..	..	..	..	..	..	..	..	..	..
North Western	68	32	100	..	1,439,976	..	3	..	108	6	66	..	1	15	..	13
South Indian (g)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	196	78	274	..	3,641,021	..	6	18	204	7	66	58	1	15	..	13

*Includes one Diesel Electric Shunting Engine.
(a) Includes one used as an Inspection Car without rearrangement of the seats.
(b) Includes S X D class engines on loan to G. I. P. Rly.
(c) Includes standing accommodation.
(d) Includes 7 engines on loan to E. I. Railway and 8 engines on loan to G. I.P. Rly.
(e) Chairs.
(f) Excludes Electric Trailer coaches.
(g) Lines closed on 31-10-41
(h) For clayton coach only.
(i) Includes 2 chairs for drivers.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1943*—contd.

B.—Coaching Stock.—*Broad and metre gauges.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway	Passenger carriages of uniform class.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal and Assam	228	336	51	..	28,360	15	105	..	..	441
Bengal-Nagpur	427	..	163	3,938	37,467	11	24	..	..	(*j*)54
Bombay, Baroda and Central India	(*a*) 462	(*b*) 1,286	(*c*) 4,858	..	(*d*) 53,997	13	..	28	..	495
East Indian	1,068	901	1,812	9,139	**98,452	278	76	165	..	††15,932
Great Indian Peninsula	*569	1,037	1,929	71	†61,457	..	..	..	..	..
Madras and Southern Mahratta	212	80	300	..	23,386	18	..	..	..	772
Nizam's State	46	..	..	..	5,595	14	12	24	..	519
North Western	884	208	319	1,818	91,081	82	..	..	91	3,788
South Indian	130	162	104	..	12,307	..	..	..	..	..
Total	4,026	4,010	9,536	15,016	412,102	431	217	217	91	22,001
3′ 3⅜″ Gauge.										
Bengal and Assam	605	1,071	60	1,002	38,946	(*g*) 48	84	..	210	1,064
Bengal and North Western	454	..	..	1,581	37,688	452	186	320	1,290	15,467
Bikaner State	49	..	..	..	4,005	36	12	96	188	638
Bombay, Baroda and Central India	541	147	..	..	43,021	177	330	564	..	2,318
Jodhpur	74	32	..	..	5,440	55	23	104	312	598
Madras and Southern Mahratta	211	32	162	..	13,697	46	56	72	..	890
Mysore State	101	16	54	..	5,764	13	..	12	..	317
Nizam's State	52	..	..	..	4,246	(*i*) 22	54	72	..	653
Rohilkund and Kumaon	67	..	..	..	5,502	(*h*) 88	96	78	70	2,490
South Indian	(*e*)615	553	578	..	(*f*) 39,777	..	..	..	..	..
Total	2,769	1,851	854	2,583	198,086	937	841	1,318	2,070	24,435

* Includes 102 bogies of (Electric Stock) Multiple unit stock.
(*a*) Includes 120 Electric Trailer Coaches.
(*b*) Includes 800 1st class seats of Electric Stock.
(*c*) Includes 4,060 2nd class seats of Electric Stock.
(*d*) Includes 17,540 3rd class seats of Electric Stock.
**Includes 750 seats for servants in upper class stock and 14,386 seats in 135 replaced vehicles running as mela carriage.
††Includes 10 seats for servants in upper class stock and 15,754 in 262 replaced vehicles running as mela carriages.
(*e*) Includes 48 Trailer Electric Coaches.
† Includes 17,966 Third class seats (including standing accommodation) of (Electric Stock) Multiple Units.
(*f*) Includes 3,456 third class seats of electric stock.
(*g*) Includes 324 six-wheelers.
(*h*) Includes 27 six-wheelers.
(*i*) Six-wheelers.
(*j*) Stretchers.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1943—contd.

B.—Coaching Stock—*Broad and metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
249	1,714	2,846	8,135	9,097	16	92	171	54	72	Bengal and Assam.
192	1,543	2,938	2,891	2,078	11	69	117	..	..	Bengal Nagpur.
117	973	2,080	150	3,774	6	30	60	..	12	Bombay, Baroda and Central India.
472	2,824	6,105	10,602	‡‡12,792	13	90	141	..	¶8	East Indian.
‡293	§3,156	§6,671	2,304	§8,149	..	..	..	..	..	Great Indian Peninsula.
169	476	2,086	2,649	7,386	4	16	24	..	..	Madras and Southern Mahratta.
27	197	484	..	794	4	24	50	..	..	Nizam's State.
653	3,400	4,515	12,234	29,261	45	332	402	..	..	North Western.
63	652	1,752	..	(*r*) 1,186	..	..	..	..	..	South Indian.
2,235	14,935	29,477	38,965	74,517	99	653	965	54	92	Total.
										3′ 3½″ Gauge.
322	1,827	955	4,039	7,894	55	302	326	212	264	Bengal and Assam.
61	494	705	708	689	(*l*) 115	567	576	587	831	Bengal and North Western.
(*t*) 19	108	117	227	425	9	54	54	..	..	Bikaner State.
155	1,176	1,716	481	3,028	21	126	126	..	..	Bombay, Baroda and Central India.
54	147	262	912	1,040	14	44	56	34	..	Jodhpur.
149	292	978	1,850	3,398	7	28	42	..	..	Madras and Southern Mahratta.
42	156	438	180	834	1	4	6	..	..	Mysore State.
18	129	292	..	243	‖5	33	68	..	..	Nizam's State.
30	159	216	434	818	(*m*)20	67	69	130	145	Rohilkund and Kumaon.
160	855	2,404	150	(*s*) 3,309	..	..	..	..	..	South Indian.
1,010	5,343	8,083	8,981	21,678	247	1,225	1,323	963	1,240	Total.

‡ Includes 51 Bogies of (Electric Stock) Multiple unit stock.
§ Includes 1,083 First, 3,098 Second and 3,019 Third class seats (including standing accommodations) of Electric Stock: and excludes 52, 56 and 100 Dining seats respectively.
‖ Six-wheelers.
(*l*) Includes 86 six-wheelers.
(*m*) Includes 6 six-wheelers.
‡‡ Includes 2,201 seats for servants in upper class stock.
¶ Represent seats for servants in upper class stock.
(*r*) Includes 231 servants.
(*s*) Includes 8 servants.
(*t*) Includes 2 kitchen bogies III class with 60 seats each.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1943—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway	Composite passenger carriages with brake van or mail accommodation.										Military cars.		Dining cars.	
	Bogies.					*Four wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" Gauge.														
Bengal and Assam	187	40	60	422	16,720	2	..	..	..	60	..	..	2	72
Bengal Nagpur	147	..	..	116	8,896	1	..	..	..	37	4	..	12	(m)292
Bombay, Baroda and Central India.	99	..	..	824	5,704	..	..	..	..	..	5	220	9	288
East Indian	527	20	34	558	32,991	9	..	..	..	383	(v)57	..	(d)18	(f)485
Great Indian Peninsula	231	112	192	..	**11,449	..	..	..	..	..	(u)115	†5,545	21	(c)718
Madras and Southern Mahratta.	153	..	..	472	8,405	1	..	..	..	50	..	..	5	142
Nizam's State	26	..	..	..	1,025	..	..	..	..	..	..	..	..	..
North Western	533	1,038	1,186	1,377	22,657	..	..	..	..	..	(u)39	1,152	21	564
South Indian	112	72	144	..	(o)7,367	..	..	..	..	..	(u)6	84	2	64
Total	2,015	1,282	1,616	3,769	115,214	13	..	..	..	530	226	7,001	90	2,595
3' 3½" Gauge.														
Bengal and Assam	328	10	10	1,560	11,514	15	3	3	..	151	.	..	4	76
Bengal and North Western	45	..	..	..	2,133	(a)25	..	..	..	620	.	..	1	8
Bikaner State	21	..	..	..	1,202	1	..	..	..	22	..	..	..	..
Bombay, Baroda and Central India.	199	..	..	..	9,776	..	..	..	..	..	(u)27	..	3	(b)126
Jodhpur	74	..	..	..	3,867	4	..	..	..	80	..	..	4	(m)64
Madras and Southern Mahratta.	155	..	..	592	4,564	83	..	..	..	1,074	(u)14	..	..	.
Mysore State	53	..	..	48	1,883	29	..	..	..	369	..	..	4	124
Nizam's State	22	..	128	..	460	*2	..	..	..	42	..	..	..	..
Rohilkund and Kumaon	22	..	..	14	1,106	*1	..	..	13	19	..	..	(n) 1	(g)25
South Indian	336	..	..	..	18,070	..	..	..	..	..	(u)14	(w)208	4	84
Total	1,255	10	138	2,214	54,575	160	3	3	13	2,377	55	208	21	507

* Six-wheelers.

† Includes 63 First class and 4,884 Third class seats and 571 first class and 27 Third class berths for servants respectively but excludes 24 dining seats.

(*a*) Includes 17 six-wheelers.

(*b*) Includes Dining seats of 6 Bogies 1st, 2nd and Dining Cars included in the number 155 shown under column 12, page 81.

(*c*) Excludes 160 seats for servants.

** Excludes 32 Dining seats.

(*w*) Includes 2 seats for servants,

(*d*) Includes 11 six-wheeled bogies.

(*m*) Chairs.

(*f*) 350 upper class and 105 Third class.

(*n*) Bogie.

(*g*) Includes 1 Berth for Manager.

(*o*) Includes 30 servants.

(*u*) Includes ambulance cars, bogies or four-wheelers.

(*v*) Includes 40 ambulance cars with 777 berths of which 5 represents six-wheeled bogies.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1943—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Saloons, Royal and State.				Reserved carriages (for use of the public).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ Gauge.
2	6	..	..	3	10	..	..	704	Bengal and Assam.
2	7	5	11	6	30	..	..	818	Bengal Nagpur.
1	6	..	..	13	78	10	90	735	Bombay, Baroda and Central India.
13	35	..	..	(*k*)17	98	2	4	2,474	East Indian.
6	21	..	..	18	(*e*)193	..	..	1,253	Great Indian Peninsula.
..	..	3	(*l*)6	4	21	‡2	12	571	Madras and Southern Mahratta.
(*p*)¶11	62	(*p*) 3	6	6	46	..	..	137	Nizam's State.
22	113	..	..	(*i*)23	(*q*)93	..	..	2,302	North Western.
2	18	..	..	2	16	..	..	317	South Indian.
59	268	11	23	92	585	14	106	9,311	Total.
									3′ 3¼″ Gauge.
3	(*l*)15	1	5	8	8	..	..	1,384	Bengal and Assam.
3	4	‡1	2	..	..	(*h*)14	22	1,170	Bengal and North Western.
(*r*)3	14	..	..	1	5	4	13	143	Bikaner State.
6	22	1	1	13	79	..	..	1,143	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	279	Jodhpur.
1	4	..	..	1	6	1	3	668	Madras and Southern Mahratta.
6	18	..	..	..	..	2	8	251	Mysore State.
(*p*) 4	18	(*p*) ‡1	4	1	3	‡1	4	128	Nizam's State.
..	..	..	..	..	..	(*j*)3	4	232	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,134	South Indian.
27	99	4	12	22	139	25	54	6,532	Total.

¶ Includes 3 First class State carriages.
‡ Six-wheeler.
(*i*) Includes 2 bogie III class tourist cars with 42 seats each.
(*h*) Includes 3 six-wheelers.
(*j*) Includes 1 six-wheeler.
(*k*) Includes 8 six-wheeled Bogies.
(*l*) Excludes 12 dining seats.
(*p*) State stock for private use.
(*q*) In addition there are 13 berths for clerks and 87 for servants.
(*r*) Includes 2 State saloons 12 wheelers.
(*e*) 109 First class and 84 third class berths.
(*l*) Includes 6 berths and 9 seats.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1943*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages.)		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ Gauge.									
Bengal and Assam	3	..	..	..	49	39	234	142	96
Bengal Nagpur	..	..	30	..	78	40	240	9	61
Bombay, Baroda and Central India	..	..	..	..	58	25	150	120	25
East Indian	..	..	..	11	231	124	734	(e)18	(d)62
Great Indian Peninsula	9	..	..	2	50	93	537	22	256
Madras and Southern Mahratta	..	..	..	4	57	27	162	84	1
Nizam's State	..	..	..	1	6	13	78	..	*27
North Western	12	..	..	..	113	131	786	**267	(a) 292
South Indian	12	..	..	..	35	12	72	56	..
Total	36	..	30	18	677	504	2,993	718	820
3′ 3½″ Gauge.									
Bengal and Assam	14	57	..	1	67	45	180	168	99
Bengal and North Western	..	..	..	..	(c) 53	30	120	..	(b) 27
Bikaner State	..	..	..	..	4	8	32	1	..
Bombay, Baroda and Central India	..	..	..	..	66	39	156	36	4
Jodhpur	..	..	..	..	(f)10	8	32	12	3
Madras and Southern Mahratta	..	..	..	..	29	31	124	33	13
Mysore State	..	..	..	..	10	18	72	25	8
Nizam's State	..	..	..	..	4	12	48	..	†3
Rohilkund and Kumaon	..	..	1	..	9	12	48	6	7
South Indian	12	..	3	..	44	34	80	9	20
Total	26	57	4	1	296	237	892	290	184

* Includes 3 State Vehicles detailed against remark (†).
(a) Includes 100 Fruit vans, 23 Insulated vans, 165 Refrigerator vans and 4 vendor cars with ice luggage and brake.
(b) Includes 1 six-wheeler and 24 bogies.
(c) Includes 32 six-wheelers.
(d) Includes one six-wheeled Bogie and 3 Bogie Parcel Vans provided with insulation in one comptt. of each and I. F. W. Refrigerator van.
(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.
(f) Includes 4 combined Motor and Parcel Vans.
† State Stock for private use.
** Includes 7 Bogies.

10—Statement of Rolling Stock in service on Class I Railways on the 31st March 1943—contd.

B.—Coaching Stock—*Broad and Metre gauges*—concld.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Brake vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.		(Cols. 46, 58 to 60.)	No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ Gauge.
...	12	329	1,045	91	(*i*) 122	Bengal and Assam.
..	..	218	1,036	176	(*g*)122	Bengal-Nagpur.
32	1	228	996	20	40	Bombay, Baroda and Central India.
...	71	446	2,991	(*n*)581	259	East Indian.
12	12	432	1,709	189	296	Great Indian Peninsula.
...	31	173	775	92	268	Madras and Southern Mahratta
...	..	47	‡184	12	22	Nizam's State.
...	80	815	3,197	255	436	North Western.
...	..	115	432	(q) 33	45	South Indian.
44	207	2,803	12,365	1,449	1,610	Total.
						3′ 3¼″ Gauge.
...	32	451	1,867	238	(*p*)446	Bengal and Assam.
1	(*j*)162	110	1,443	(*k*)153	48	Bengal and North Western.
..	21	13	177	(*o*)22	16	Bikaner State.
35	3	145	1,326	101	44	Bombay, Baroda and Central India.
4	10	33	326	60	130	Jodhpur.
...	...	106	774	101	129	Madras and Southern Mahratta.
..	6	61	318	14	37	Mysore State.
...	13	19	(*i*)160	(*m*)23	15	Nizam's State.
...	..	35	267	(*l*)22	17	Rohilkund and Kumaon.
...	..	122	1,256	52	77	South Indian.
40	247	1095	7,914	786	959	Total.

‡ Includes 17 units of State Stock for private use.
(*g*) Excludes 10 chairs.
(*h*) Excluding those of one Inspection Car and one electric charging van.
(*i*) Includes 8 units of State Stock for private use.
(*j*) Includes 122 six-wheelers.
(*k*) Includes 39 six-wheelers and 5 bogies.
(*l*) Includes 5 six-wheelers.
(*m*) Includes 14 workmen's train Carriages, not intended for traffic purposes.
(*n*) Includes 1 six-wheeled Reserved & 1 six-wheeled Bogie Reserved.
(*o*) Includes 2 officers' carriages six-wheelers and one bogie
(*p*) Excludes those of one electric charging van, 7 stores vans, 15 Relief vans and one inspection car.
(q) Includes 5 bogies.

10.—*Statement of Rolling Stock in service on Class I Railways*

C.—Goods

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal & Assam.	866	6,343	..	2	142,578	..	282	..	2	6,615	193	481
Bengal Nagpur .	..	7,666	..	..	164,076	..	12,549	..	..	277,266	..	34
Bombay, Baroda & Central India.	300	5,802	..	..	132,744	16	2,078	..	..	45,988	..	..
East Indian .	..	30,556	6	2	611,006	..	17,274	12	14	364,189	..	385
Great Indian Peninsula.	2,066	8,702	..	1,053	259,877	462	2,528	..	215	70,022	377	185
Madras & Southern Mahratta.	278	4,033	..	..	94,167	3	996	..	73	25,662	..	330
Nizam's State .	..	963	..	..	20,723	..	1,102	..	..	24,339	..	(*h*) 160
North Western .	361	22,260	166	130	511,434	1	2,963	49	51	67,725	6	1,524
South Indian .	..	1,500	..	..	33,034	..	614	..	..	13,624	..	..
Total .	3,871	87,825	172	1,187	1,969,639	482	40,386	61	355	895,430	576	3,099

	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3½″ Gauge.												
Bengal & Assam.	477	6,216	144	1,406	116,784	2	10	30	11	1,068	129	132
Bengal & North Western.	3,717	5,087	956	..	112,351	..	..	..	..	..	421	462
Bikaner State .	641	148	14	67	10,297	..	..	..	..	..	70	..
Bombay, Baroda & Central India.	56	4,926	300	95	67,286	178	128	368	14	10,481	..	233
Jodhpur . .	..	1,514	225	246	22,763	..	..	..	..	..	..	65
Madras & Southern Mahratta.	197	2,381	1,821	40	62,696	..	555	65	43	10,610	4	..
Mysore State .	2	575	300	31	14,249	..	172	136	46	5,795	..	9
Nizam's State .	..	(*d*) 835	..	..	10,514	..	33	..	..	373	..	‡230
Rohilkund and Kumaon.	303	1,000	874	..	30,762	..	..	30	..	540	2	188
South Indian .	345	765	1,892	45	50,115	40	136	174	350	12,671	..	..
Total .	5,738	23,447	6,526	1,930	497,817	220	1,034	803	464	41,538	626	1,319

‡ Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.
(*d*) Includes 16 wagons used as temporary coaching vehicles.
(*h*) Includes 12 wagons suitable for carrying motor cars.

on the 31st March 1943—Broad and Metre gauges—contd.

Stock.

columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
3	..	13,341	..	4	7	97	111	92	103	8,586	105	93	29	10	B. & A.
..	..	666	28	10	248	616	49	140	1,154	22,494	448	487	79	16	B. N.
§36	224	10,578	1,112	12	73	..	34	(p)135	1	9,823	190	457	16	(k)20	B. B. & C. I.
..	..	8,178	100	34	9	506	72	637	362	49,969	951	1,314	124	45	E. I.
..	..	9,579	1,432	32	178	70	179	132	29	17,640	451	541	85	(e) 21	G. I. P.
..	..	6,991	3	29	99	9	69	130	7	6,059	145	(l)107	32	14	M. & S. M.
..	..	3,452	..	..	10	..	..	..	..	2,235	36	163	5	15	N. S.
..	142	40,303	2	48	..	379	155	479	†433	29,149	410	404	97	(j) 20	N. W.
..	..	..	..	21	101	12	29	6	4	2,287	76	177	7	1	S. I.
39	366	93,088	2,677	190	725	1,689	698	1,751	2,093	148,242	2,812	3,743	474	162	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¼″ GAUGE.
60	107	7,025	..	9	88	306	191	168	172	9,658	81	560	52	(j) 4	B. & A.
28	..	9,705	..	..	226	100	..	36	1	11,034	109	34	43	1	B. & N. W.
27	118	3,791	40	1	..	..	..	58	..	1,184	8	60	1	..	Bk. S.
156	..	5,798	904	25	4	160	6	29	24	7,606	157	570	47	(j) 6	B. B. & C. I.
2	212	5,503	35	6	..	..	11	25	..	2,341	47	83	2	6	Jodhpur.
100	45	3,228	117	11	98	9	26	62	154	5,728	225	96	30	(m) 1	M. & S. M.
..	4	290	42	3	45	28	6	26	..	1,425	36	2	22	(c)3	Mysore State.
..	2	2,793	..	..	10	..	1	9	(i)43	1,163	40	97	6	..	N. S.
..	..	2,152	..	2	59	50	..	..	7	2,515	66	73	26	2	R. & K.
..	4	88	..	16	..	85	20	87	13	3,972	196	1,101	17	1	S. I.
373	492	40,373	1,138	73	530	738	261	500	414	46,626	965	2,676	246	24	Total.

§ Includes one six-wheeler. † Includes 427 sugar cane and fire-wood trucks. (c) Buses.
(e) Includes 17 motor cars and motor vans used for departmental purposes. (k) Includes 11 used for departmental purposes.
(i) Sugar cane trucks. (j) These are all employed for departmental use. (p) Includes one water Tank hired to N. W. R.
(m) Exclusively used on Departmental service.
(l) Includes 3 internal combustion rail-motor wagons.

IV.— *Statement of Rolling Stock in service on Class I Railways on the 31st March 1943*—concld.

COACHING STOCK—(*Narrow gauge*).

Note.—The term 'in units' occurring in certain columns of this Statement indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ and 2′ 0″ GAUGES.									
Bengal and Assam	55	72	30	110	1,372	..	55	..	..
Bengal Nagpur	322	28	587	966	9,090	46	368	23	..
Bombay, Baroda and Central India	54	(*a*)	158	(*a*)	2,182	..	54	..	..
Great Indian Peninsula	44	54	..	..	1,724	2	46	3	..
Mysore State	32	(*a*)	51	(*a*)	1,448	1	33	2	..
North Western	281	353	570	856	9,304	60	341	11	..
South Indian (*b*)	..	..	..	..	..	..	..	..	..
TOTAL	788	507	1,396	1,932	25,120	109	897	39	..

GOODS STOCK—(*Narrow gauge*).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS).		Railway service wagons. (In units).	REMARKS.
	Number (In units).	Total capacity (in tons).		
1	2	3	4	5
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal and Assam	†27	††139	--	
Bengal Nagpur	*1,931	**30,304	18	
Bombay, Baroda and Central India	‖260	¶3,072	1	
Great Indian Peninsula	‡182	‡‡2,842	30	
Mysore State	132	1,185	15	
North Western	§837	§§10,966	66	
South Indian (b)	..	..	..	
TOTAL	3,369	48,508	130	

* Includes 272 special wagons.
† Includes 5 special wagons.
‡ Includes 3 special wagons.
§ Includes 142 special wagons.
‖ Includes 19 special wagons.
¶ Includes 72 tons carrying capacity of 19 special wagons.
** Includes 2,960 tons carrying capacity of 272 special wagons.
†† Includes 20 tons carrying capacity of 5 special wagons.
‡‡ Includes 18 tons carrying capacity of 3 special wagons.
§§ Includes 1,029 tons carrying capacity of 142 special wagons.
(*a*) Included in column 4.
(*b*) Lines closed on 31-10-41.

11—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR 1942-43.

11.—*Statement of net additions to, or reductions in*

Note 1.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at

Note 2.—The term 'in units' occurring in certain columns of this statement indicates that the figures in these columns have been

Railway.	Locomotives.			Rail Cars (Steam Propelled).		Rail Cars (Internal Combustion Engine Propelled).		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal and Assam	..	..	..	..	..	..	..	..	..	—1	69
Bengal Nagpur	—2	..	—52,996	—1	—104	1	104	..	..	—18	—48
Bombay, Baroda and Central India	..	..	—55,146	..	..	..	..	..	..	—8	—250
East Indian	—2	..	—41,920	..	..	..	..	..	..	11	—32
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	—26	—298
Madras and Southern Mahratta	..	..	5,708	..	..	..	..	..	..	8	60
Nizam's State	..	..	..	..	..	..	..	..	..	..	..
North Western	5	..	568,168	..	..	..	..	..	..	12	—252
South Indian	..	..	..	..	..	..	..	..	..	5	..
Total	1	..	423,814	—1	—104	1	104	..	..	—17	—751
3′ 3½″ gauge.											
Bengal and Assam	—1	..	65,024	..	..	..	..	..	..	—6	—51
Bengal and North Western	9	..	155,290	..	..	..	..	..	..	—25	—69
Bikaner State	—1	..	—5,512	..	..	..	..	..	..	..	6
Bombay, Baroda and Central India	9	..	163,584	..	..	..	..	..	..	—5	—27
Jodhpur	..	..	8,777	..	..	..	..	..	..	—4	—3
Madras and Southern Mahratta	—8	..	—78,560	..	..	..	..	..	..	—3	—24
Mysore State	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..	..	1	6
Rohilkund and Kumaon	..	..	7,480	..	..	..	..	..	..	—11	..
South Indian	..	..	..	..	..	..	..	..	..	—37	—36
Total	8	..	316,083	..	..	..	..	..	..	—90	—198
2′ 6″ & 2′ 0″ gauges.											
Bengal and Assam	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..	..	—2	—19
Bombay, Baroda and Central India	—7	..	—57,934	..	..	..	..	..	..	—22	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..	..	..	..
South Indian (*a*)	..	..	..	..	..	..	..	..	..	..	..
Total	—7	..	—57,934	..	..	..	..	..	..	—24	—19

(*a*)Lines closed on 31-10-41.

Rolling Stock on Class I Railways during the year 1942-43—(By gauge

the instance of the railways.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).				
Seats.												
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
70	—105	—831	—4	—27	—2,478	122	1,842	—8	1	—3	4	Bengal and Assam.
—99	70	—1 664	—5	—28	—216	—47	15,320	43	1	58	..	Bengal Nagpur.
251	..	47	..	—3	—56	..	..	—3	..	—30	2	Bombay, Baroda and Central India.
—102	—702	—3,186	—7	—37	—775	—15	—278	72	9	16	5	East Indian.
—63	—17	884	—6	2	28	17	327	1	—10	—9	..	Great Indian Peninsula.
—100	..	272	—3	—5	—96	8	92	26	..	2	—3	Madras and Southern Mahratta.
..	..	..	—3	—2	—46	—1	—24	—1	..	..	..	Nizam's State.
—707	430	566	—4	113	2,504	100	—7,933	—39	—3	—3	..	North Western.
..	..	—92	18	—2	—17	..	3	—1	..	..	..	South Indian.
—750	—324	—4,004	—14	11	—1,152	184	9,349	90	—2	31	—8	Total.
												3′ 3½″ GAUGE.
—19	—117	—814	—4	14	—666	..	68	..	—2	4	..	Bengal and Assam.
—76	—120	—1,287	24	—149	—1,588	—1	—10	—57	1	—1	..	Bengal and North Western.
6	6	—57	..	13	238	—2	—15	..	..	..	..	Bikaner State.
—129	..	—2,956	—2	93	792	—55	—910	—75	73	—67	1	Bombay, Baroda and Central India.
—4	—12	—166	—1	—27	—384	—24	58	1	1	..	..	Jodhpur.
—39	35	—1,275	—1	97	1,615	15	222	—2	2	1	..	Madras and Southern Mahratta.
..	..	..	—7	..	..	—4	—60	—1	..	..	—3	Mysore State.
16	..	11	..	—2	—26	..	..	..	..	..	..	Nizam's State.
..	—5	—404	..	..	..	..	..	5	9	..	..	Rohilkund and Kumaon.
—36	..	—3,215	5	—13	—162	8	91	—7	—1	—22	..	South Indian.
—231	—213	—10,163	14	26	—181	—63	—556	—136	83	—35	—2	Total.
												2′ 6″ & 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	..	..	..	..	Bengal and Assam.
—21	—20	20	11	—24	—158	..	..	..	..	2	..	Bengal Nagpur.
—27	..	—983	..	—35	—595	—45	—535	—1	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	—2	..	2	..	Mysore State.
..	..	..	..	..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—48	—20	—963	11	—59	—753	—45	—535	—3	..	4	..	Total.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.	(a)	1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal and Assam	*1941-42*	*48,2*	*348,8*	*2,925,1*	*34,535,9*	*37,858,0*	*1,153,6*	*54,3*	*367,2*
	1942-43	71,4	483,8	3,221,6	35,099,6	38,876,4	1,407,4	88,6	522,5
Bengal-Nagpur	*1941-42*	*22,9*	*108,9*	*1,572,6*	*17,615,0*	*19,319,4*	*612,6*	*27,5*	*123,5*
	1942-43	36,8	167,1	972,8	18,296,3	19,473,0	792,5	51,1	205,8
Bombay, Baroda and Central India	*1941-42*	*86,4*	*1,868,4*	*92,4*	*73,528,0*	*75,575,2*	*3,161,0*	*98,1*	*1,960,4*
	1942-43	163,8	2,646,8	107,5	74,971,9	77,890,0	3,417,0	180,8	2,756,6
East Indian	*1941-42*	*76,0*	*455,4*	*4,354,7*	*61,280,8*	*66,166,9*	*2,867,1*	*94,5*	*505,9*
	1942-43	142,3	674,4	3,610,1	58,791,5	63,218,3	2,971,2	176,9	759,0
Great Indian Peninsula	*1941-42*	*92,9*	*1,028,3*	*204,3*	*67,525,3*	*68,850,8*	*3,079,0*	*115,3*	*1,102,2*
	1942-43	180,1	1,561,3	294,5	72,045,1	74,081,0	3,777,3	228,3	1,700,3
Madras and Southern Mahratta	*1941-42*	*11,6*	*119,6*	*535,0*	*18,910,4*	*19,576,6*	*1,322,6*	*24,1*	*163,2*
	1942-43	31,6	213,9	788,5	18,154,0	19,188,0	1,390,7	64,9	297,7
Nizam's State	*1941-42*	*6,3*	*26,8*	*5,0*	*3,200,0*	*3,238,1*	*357,8*	*13,5*	*45,8*
	1942-43	8,1	36,7	4,0	3,645,4	3,694,2	529,8	23,0	76,1
North Western	*1941-42*	*92,1*	*424,0*	*2,794,8*	*89,506,6*	*92,817,5*	*1,368,3*	*115,3*	*476,3*
	1942-43	165,9	628,8	4,411,5	97,444,7	102,650,9	1,468,2	202,1	702,7
South Indian	*1941-42*	*5,8*	*104,1*	*Nil*	*13,211,5*	*13,321,4*	*953,5*	*10,7*	*124,6*
	1942-43	16,8	228,6	Nil	10,921,5	11,166,9	980,2	28,1	273,8
Total 5′ 6″ Gauge	*1941-42*	*442,2*	*4,484,3*	*12,483,9*	*379,313,5*	*396,723,9*	*14,375,5*	*553,3*	*4,869,1*
	1942-43	816,8	6,641,4	13,410,5	389,370,0	410,238,7	16,734,3	1,043,8	7,294,5
3′ 3½″ Gauge.									
Bengal and Assam	*1941-42*	*47,5*	*41,0*	*978,4*	*30,370,8*	*31,437,7*	*1,408,0*	*50,0*	*57,0*
	1942-43	74,9	46,8	959,6	24,876,1	25,957,4	1,420,9	88,8	75,4
Bengal and North Western	*1941-42*	*13,1*	*93,5*	*1,010,1*	*31,993,2*	*33,109,9*	*1,254,8*	*13,6*	*99,2*
	1942-43	15,4	98,9	637,9	28,471,0	29,223,2	924,4	16,6	106,4
Bikaner State	*1941-42*	*1,3*	*7,1*	*14,1*	*2,330,1*	*2,352,6*	*243,6*	*1,9*	*11,8*
	1942-43	1,6	13,2	26,5	2,752,8	2,794,1	309,1	2,4	19,4
Bombay, Baroda and Central India.	*1941-42*	*11,9*	*110,1*	*33,0*	*22,695,0*	*22,850,0*	*3,001,7*	*23,6*	*173,6*
	1942-43	20,5	166,6	72,2	21,266,6	21,525,9	2,838,2	42,1	268,8

Class I Railways for the years 1941-42 and 1942-43.

of Electric Multiple Unit suburban trains.)

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
2,989,7	*35,600,4*	*39,011,6*	*71,143,0*	*4,961*	*16,078*	*64,665*	*779,313*	*865,017*	Bengal and Assam.
3,288,0	36,384,7	40,283,8	66,854,7	8,253	22,477	71,298	858,850	960,878	
1,601,4	*18,179,6*	*19,932,0*	*24,012,1*	*7,130*	*24,068*	*72,296*	*841,403*	*944,897*	Bengal Nagpur.
1,001,9	19,006,7	20,265,5	25,044,0	16,569	41,507	51,899	1,028,085	1,138,060	
102,0	*76,575,7*	*78,736,2*	*105,302,2*	*15,941*	*55,025*	*31,138*	*1,293,051*	*1,395,155*	Bombay, Baroda and Central India.
129,2	78,240,4	81,307,0	105,592,1	23,891	78,611	34,008	1,353,188	1,489,608	
4,465,2	*63,968,4*	*69,034,0*	*69,034,0*	*25,907*	*83,626*	*267,938*	*3,511,832*	*3,889,303*	East Indian.
3,723,6	61,530,0	66,189,5	66,189,5	48,933	135,862	267,002	3,814,965	4,266,762	
263,6	*70,448,7*	*71,929,8*	*73,348,0*	*31,899*	*84,545*	*58,505*	*2,359,534*	*2,534,483*	Great Indian Peninsula.
378,3	75,551,4	77,858,3	78,956,9	56,353	141,464	83,529	2,802,716	3,084,062	
564,9	*20,147,0*	*20,899,2*	*38,160,1*	*6,974*	*23,678*	*27,990*	*668,839*	*727,481*	Madras and Southern Mahratta.
332,3	19,383,8	20,578,7	35,673,2	15,173	46,462	37,811	735,280	834,726	
10,3	*3,526,3*	*3,595,9*	*9,389,4*	*2,477*	*7,336*	*1,396*	*197,933*	*209,147*	Nizam's State.
16,7	4,108,2	4,224,0	10,985,4	4,858	14,170	3,882	255,404	278,314	
2,850,8	*90,743,4*	*94,185,8*	*94,934,1*	*32,192*	*82,339*	*165,984*	*3,769,724*	*4,050,239*	North Western.
4,488,4	98,725,9	104,119,1	104,986,6	49,588	115,625	261,422	4,020,823	4,447,458	
Nil	*14,139,6*	*14,274,9*	*62,066,2*	*1,875*	*9,672*	*Nil*	*327,374*	*338,921*	South Indian.
Nil	11,845,2	12,147,1	53,324,4	4,653	19,766	Nil	374,530	398,949	
12,847,9	*393,329,1*	*411,599,4*		*129,356*	*386,367*	*689,912*	*13,749,008*	*14,954,643*	TOTAL 5′ 6″ GAUGE.
13,858,4	404,776,3	426,973,0		228,181	615,944	810,851	15,243,841	16,898,817	
									3′ 3¼″ GAUGE.
1,034,4	*31,704,3*	*32,345,7*	*	*5,037*	*3,937*	*40,548*	*974,092*	*1,023,614*	Bengal and Assam.
1,022,5	26,191,6	27,378,3	*	9,239	10,441	42,207	947,723	1,009,610	
1,030,7	*33,221,2*	*34,364,7*	*34,364,7*	*1,511*	*7,854*	*46,671*	*1,321,871*	*1,377,907*	Bengal and North Western.
714,7	29,309,9	30,147,6	30,147,6	1,974	9,842	37,001	1,289,933	1,338,750	
17,9	*2,564,6*	*2,596,2*	*2,596,2*	*144*	*922*	*1,191*	*112,780*	*115,037*	Bikaner State.
32,5	3,048,9	3,103,2	3,103,2	177	1,379	2,172	136,486	140,214	
46,6	*25,607,9*	*25,851,7*	*	*2,852*	*16,153*	*2,232*	*1,041,857*	*1,063,094*	Bombay, Baroda and Central India.
91,0	23,962,2	24,364,1	*	4,832	24,868	4,754	1,071,157	1,105,611	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistics

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen- 1st. 9	2nd. 10
3' 3¾" GAUGE—*concld.*									
Jodhpur	*1941-42*	*2,4*	*25,3*	*199,6*	*5,157,8*	*5,385,1*	*553,1*	*6,8*	*41,8*
	1942-43	3,8	38,6	314,5	4,791,9	5,148,8	536,7	10,6	63,6
Madras and Southern Mahratta.	*1941-42*	*4,6*	*41,8*	*412,1*	*17,080,2*	*17,538,7*	*1,217,0*	*11,2*	*64,2*
	1942-43	8,8	61,5	495,8	14,070,3	14,636,4	1,418,0	23,8	101,8
Mysore State	*1941-42*	*5,8*	*74,5*	*13,2*	*9,448,2*	*9,541,7*	*193,4*	*8,4*	*82,4*
	1942-43	10,8	75,1	27,6	9,189,7	9,303,2	252,6	16,9	90,8
Nizam's State	*1941-42*	*3,6*	*34,4*	*Nil*	*5,361,1*	*5,399,1*	*454,7*	*4,9*	*44,5*
	1942-43	5,2	58,0	Nil	6,562,6	6,625,8	219,5	7,5	67,5
Rohilkund and Kumaon	*1941-42*	*5,4*	*23,7*	*91,2*	*7,474,9*	*7,595,2*	*246,0*	*7,4*	*29,0*
	1942-43	10,0	40,2	119,2	7,343,1	7,512,5	264,7	13,7	48,9
South Indian	*1941-42*	*17,5*	*348,8*	*6,4*	*47,635,0*	*48,007,7*	*742,9*	*31,6*	*379,1*
	1942-43	28,3	518,4	15,8	40,978,8	41,541,3	1,281,7	38,3	558,9
TOTAL 3' 3½" GAUGE	*1941-42*	*113,1*	*800,2*	*2,758,1*	*179,546,3*	*183,217,7*	*9,315,2*	*159,4*	*982,6*
	1942-43	179,3	1,117,3	2,669,1	160,302,9	164,268,6	9,465,8	260,7	1,401,5
2' 6" AND 2' 0" GAUGES.									
Bengal and Assam	*1941-42*	..	*3,5*	*5,7*	*780,9*	*790,1*	*93,2*	..	*4,0*
	1942-43	1	6,1	8,8	959,6	974,6	91,1	2	6,6
Bengal-Nagpur	*1941-42*	*6*	*8,3*	*57,3*	*4,142,8*	*4,209,0*	*177,1*	*1,6*	*13,3*
	1942-43	3,7	16,2	48,2	4,893,1	4,961,2	210,1	8,4	31,4
Bombay, Baroda and Central India.	*1941-42*	*Nil*	*3,4*	*Nil*	*1,996,3*	*1,999,7*	*262,0*	*Nil*	*4,4*
	1942-43	Nil	5,3	Nil	1,785,8	1,791,1	98,8	Nil	6,5
Great Indian Peninsula	*1941-42*	*	*1,1*	*	*1,507,0*	*1,508,1*	*101,8*	*	*1,4*
	1942-43	*	1,2	*	1,136,3	1,137,5	29,8	*	1,5
Mysore State	*1941-42*	*Nil*	*3,1*	*Nil*	*1,183,7*	*1,186,8*	*24,1*	*Nil*	*3,1*
	1942-43	Nil	6,2	Nil	1,301,4	1,307,6	24,1	Nil	6,3
North Western	*1941-42*	*6,7*	*15,8*	*25,1*	*914,0*	*961,6*	*190,0*	*11,7*	*25,1*
	1942-43	9,9	17,8	36,8	1,017,2	1,081,7	209,6	19,1	29,9
South Indian §	*1941-42*	*Nil*	*1*	*Nil*	*209,7*	*209,8*	*4,0*	*Nil*	*2*
	1942-43	..	..	..	..	..	..	..	..
TOTAL 2' 6" AND 2' 0" GAUGES	*1941-42*	*7,3*	*35,3*	*88,1*	*10,734,4*	*10,865,1*	*852,2*	*13,3*	*51,5*
	1942-43	13,7	52,8	93,8	11,093,4	11,253,7	663,5	27,7	82,2
TOTAL CLASS I RAILWAYS	*1941-42*	*562,6*	*5,319,8*	*15,330,1*	*569,594,2*	*590,806,7*	*25,042,9*	*726,0*	*5,903,2*
	1942-43	1,009,8	7,811,5	16,173,4	560,766,3	585,761,0	26,863,6	1,332,2	8,778,2

* Included in next column.
§ Closed for traffic on 31-10-1941.

Class I Railways for the years 1941-42 and 1942-43—contd.

of Electric Multiple Unit Suburban trains.)

gers carried (in hundreds). (*a*)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ Gauge—*concld*
209,2	*5,630,4*	*5,938,2*	*5,938,2*	*1,367*	*5,234*	*8,663*	*231,343*	*246,607*	Jodhpur.
327,6	5,283,7	5,685,5	5,685,5	2,139	8,497	13,317	256,901	280,854	
464,7	*18,215,6*	*18,755,7*	†	*1,819*	*7,452*	*15,459*	*577,748*	*602,478*	Madras and Southern Mahratta.
556,4	15,372,4	16,054,4	†	4,027	16,967	22,097	584,130	627,221	
18,6	*9,625,7*	*9,735,1*	*10,946,0*	*772*	*5,657*	*1,654*	*262,628*	*270,711*	Mysore State.
36,3	9,411,8	9,555,8	10,887,6	1,661	6,370	3,206	264,194	275,431	
Nil	*5,804,4*	*5,853,8*	†	*784*	*3,955*	*Nil*	*211,742*	*216,481*	Nizam's State.
Nil	6,770,3	6,845,3	†	1,108	5,792	Nil	248,226	255,126	
94,5	*7,710,3*	*7,841,2*	*7,841,2*	*819*	*2,923*	*4,220*	*209,959*	*217,921*	Rohilkund and Kumaon.
124,3	7,590,3	7,777,2	7,777,2	1,490	5,453	5,883	216,205	229,031	
6,4	*48,333,5*	*48,750,6*	†	*2,532*	*18,143*	*1,213*	*943,533*	*965,421*	South Indian.
15,8	42,210,0	42,823,0	†	5,150	24,405	2,486	874,012	906,053	
2,923,0	*188,467,9*	*192,532,9*		*17,637*	*72,230*	*121,851*	*5,887,553*	*6,099,271*	Total 3′ 3⅜″ Gauge.
2,921,1	169,151,1	173,734,4		31,797	114,014	133,123	5,888,967	6,167,901	
									2′ 6″ and 2′ 0″ Gauges.
7,6	*371,7*	*883,3*	†	*1*	*53*	*72*	*8,059*	*8,185*	Bengal and Assam.
10,7	1,048,2	1,065,7	†	1	84	90	9,571	9,746	
69,7	*4,301,5*	*4,386,1*	†	*74*	*674*	*2,409*	*109,014*	*112,171*	Bengal-Nagpur.
59,2	5,072,3	5,171,3	†	466	1,938	2,820	142,288	147,512	
Nil	*2,257,3*	*2,261,7*	†	*Nil*	*101*	*Nil*	*29,283*	*29,384*	Bombay, Baroda and Central India.
Nil	1,883,4	1,889,9	†	Nil	151	Nil	26,306	26,457	
*	*1,608,5*	*1,609,9*	†	*	*36*	*	*25,416*	*25,452*	Great Indian Peninsula.
*	1,165,8	1,167,3	†	*	46	*	19,428	19,474	
Nil	*1,207,8*	*1,210,9*	‡	*Nil*	*78*	*Nil*	*20,372*	*20,450*	Mysore State.
Nil	1,325,4	1,331,7	‡	Nil	177	Nil	23,552	23,729	
34,3	*1,080,3*	*1,151,6*	†	*822*	*1,552*	*1,693*	*41,722*	*45,789*	North Western.
51,3	1,191,0	1,291,3	†	1,292	1,799	2,457	43,124	48,672	
Nil	*213,6*	*213,8*	†	*Nil*	*4*	*Nil*	*2,679*	*2,683*	South Indian.
..	..	..	..	..	..	..	..	..	
111,6	*11,540,9*	*11,717,3*		*897*	*2,498*	*4,174*	*236,545*	*244,114*	Total 2′ 6″ and 2′ 0″ Gauges.
121,2	11,686,1	11,917,2		1,759	4,195	5,367	264,269	275,590	
15,882,5	*593,337,9*	*615,849,6*	*609,075,4*	*18,890*	*461,095*	*815,937*	*19,813,106*	*21,298,028*	Total Class I Railways.
16,900,7	585,613,5	612,624,6	605,207,9	261,737	734,153	949,341	21,397,077	23,342,308	

(*a*) See note (*a*) on page 93.

† Included under 5′ 6″ Gauge.
‡ Included under 3′ 3⅜″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway. 21	Year. 22	* Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ gauge.						
Bangal and Assam	*1941-42*	*91·4*	*43·8*	*21·6*	*21·9*	*22·2*
	1942-43	93·2	43·0	21·7	23·6	23·9
Bengal-Nagpur	*1941-42*	*259·7*	*194·8*	*45·1*	*46·3*	*47·4*
	1942-43	324·3	201·2	51·8	54·1	56·2
Bombay, Baroda and Central India	*1941-42*	*162·4*	*28·1*	*305·3*	*16·9*	*17·7*
	1942-43	131·6	28·5	263·1	17·3	18·3
East Indian	*1941-42*	*274·0*	*165·0*	*60·0*	*55·0*	*56·0*
	1942-43	277·0	179·0	72·0	62·0	64·0
Great Indian Peninsula	*1941-42*	*276·6*	*76·7*	*222·0*	*33·5*	*35·2*
	1942-43	246·9	83·2	220·8	37·1	39·6
Madras and Southern Mahratta	*1941-42*	*289·4*	*145·1*	*49·5*	*33·2*	*34·8*
	1942-43	233·8	156·1	45·4	37·9	40·6
Nizam's State	*1941-42*	*182·7*	*160·3*	*135·4*	*56·1*	*58·2*
	1942-43	211·4	186·1	232·2	62·2	65·9
North Western	*1941-42*	*279·1*	*172·9*	*58·2*	*41·5*	*43·0*
	1942-43	245·4	164·5	58·2	40·7	42·7
South Indian	*1941-42*	*175·6*	*77·6*	*Nil*	*23·2*	*23·7*
	1942-43	165·9	72·2	Nil	31·6	32·8
Total 5′ 6″ gauge	*1941-42*	*233·8*	*79·4*	*53·7*	*35·0*	*36·3*
	1942-43	218·6	84·4	58·5	37·7	39·6
3′ 3½″ gauge.						
Bengal and Assam	*1941-42*	*100·8*	*69·0*	*39·2*	*30·7*	*31·2*
	1942-43	104·1	138·6	41·3	36·2	36·9
Bengal and North Western	*1941-42*	*111·0*	*79·2*	*45·3*	*39·8*	*40·1*
	1942-43	118·7	92·5	51·8	44·0	44·4
Bikaner State	*1941-42*	*76·7*	*78·5*	*66·5*	*44·0*	*44·3*
	1942-43	74·3	71·2	66·8	44·7	45·2
Bombay, Baroda and Central India.	*1941-42*	*120·8*	*93·1*	*47·9*	*40·7*	*41·1*
	1942-43	114·6	92·5	52·2	44·7	45·4

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1941-42 and 1942-43—contd.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
4,40	*8,70*	*12,35*	*1,35,45*	*1,60,90*	*17·0*	*10·4*	*3·67*	*3·34*	*3·57*	Bengal and Assam.
7,40	12,97	16,22	1,91,87	2,28,46	17·2	11·1	4·37	3·50	3·86	
6,16	*11,41*	*16,13*	*1,46,79*	*1,80,49*	*16·6*	*9·13*	*4·28*	*3·35*	*3·67*	Bengal-Nagpur.
12,71	18,94	13,81	1,88,30	2,33,76	14·7	8·76	5·11	3·52	3·94	
12,21	*26,23*	*7,32*	*2,14,65*	*2,60,41*	*14·7*	*9·15*	*4·52*	*3·19*	*3·58*	Bombay, Baroda and Central India.
19,18	39,27	9,72	2,25,99	2,94,16	15·5	9·59	5·49	3·21	3·79	
19,44	*33,78*	*55,46*	*5,46,44*	*6,55,12*	*14·4*	*7·75*	*3·97*	*2·98*	*3·23*	East Indian.
40,65	65,12	67,65	6,39,60	8,13,02	15·9	9·20	4·86	3·21	3·65	
25,82	*38,17*	*17,80*	*3,93,71*	*4,75,50*	*15·5*	*8·67*	*5·84*	*3·20*	*3·60*	Great Indian Peninsula.
44,09	62,40	28,62	4,44,94	5,80,05	15·0	8·47	6·58	3·05	3·61	
7,09	*12,46*	*8,73*	*1,38,28*	*1,66,56*	*19·5*	*10·1*	*5·99*	*3·97*	*4·40*	Madras and Southern Mahratta.
12,43	19,14	13,16	1,70,83	2,15,56	15·7	7·91	6·68	4·46	4·96	
1,89	*3,48*	*54*	*36,09*	*42,00*	*14·7*	*9·11*	*7·38*	*3·50*	*3·85*	Nizam's State.
3,34	6,20	1,24	47,34	58,12	13·2	8·40	6·14	3·56	4·01	
23,69	*37,93*	*43,30*	*5,99,05*	*7,04,02*	*14·1*	*8·86*	*5·01*	*3·05*	*3·34*	North Western.
39,03	63,45	77,41	7,62,18	9,42,07	15·1	10·5	5·69	3·64	4·07	
1,95	*5,35*	*Nil*	*64,60*	*71,90*	*17·8*	*9·66*	*Nil*	*3·64*	*3·89*	South Indian.
4,47	10,93	Nil	78,87	94,27	16·4	9·71	Nil	3·85	4·29	
1,02,65	*1,77,56*	*1,61,63*	*22,75,06*	*27,16,90*	*15·2*	*8·82*	*4·50*	*3·18*	*3·49*	Total 5′ 6″ gauge.
1,83,30	2,98,42	2,27,83	27,49,92	34,59,47	15·4	9·30	5·39	3·46	3·93	
										3′ 3¾″ gauge.
4,49	*2,14*	*8,98*	*1,91,63*	*2,07,24*	*17·0*	*10·1*	*4·23*	*3·34*	*3·47*	Bengal and Assam.
8,21	5,99	9,61	2,10,40	2,34,21	17·0	10·9	4·35	3·45	3·69	
93	*2,93*	*8,29*	*1,60,87*	*1,73,02*	*11·2*	*6·97*	*3·32*	*2·28*	*2·35*	Bengal and North Western.
1,29	3,81	7,76	1,56,86	1,69,72	12·3	7·32	3·97	2·30	2·39	
23	*72*	*37*	*23,38*	*24,70*	*30·0*	*15·0*	*6·00*	*4·00*	*4·12*	Bikaner State.
28	1,08	68	28,43	30,47	30·0	15·0	6·00	4·00	4·18	
2,68	*9,28*	*54*	*1,91,95*	*2,04,45*	*18·0*	*11·0*	*4·62*	*3·54*	*3·69*	Bombay, Baroda and Central India.
4,34	14, 2	1,22	2,02,67	2,22,25	17·2	10·8	4·92	3·63	3·86	

12.—Statement of Passenger Revenue Statistics of Class I Railways

(Includes also passenger revenue statistics

Railway. 21	Year. 22	* Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ Gauge—*concld.*						
Jodhpur	*1941-42*	*200·1*	*125·1*	*41·4*	*40·7*	*41·5*
	1942-43	200·9	133·6	40·6	48·6	49·4
Madras and Southern Mahratta	*1941-42*	*162·4*	*116·1*	*33·3*	*31·7*	*32·1*
	1942-43	169·2	166·7	39·7	38·0	39·1
Mysore State	*1941-42*	*91·9*	*68·7*	*88·9*	*27·3*	*27·8*
	1942-43	98·3	70·2	88·3	28·1	28·8
Nizam's State	*1941-42*	*160·5*	*88·8*	*Nil.*	*36·5*	*37·0*
	1942-43	147·7	85·8	Nil	36·7	37·3
Rohilkund and Kumaon	*1941-42*	*110·7*	*100·8*	*44·7*	*27·2*	*27·8*
	1942-43	109·1	111·4	47·4	28·5	29·5
South Indian	*1941-42*	*80·3*	*47·9*	*188·7*	*19·5*	*19·8*
	1942-43	34·4	43·7	157·2	20·7	21·2
TOTAL 3′ 3⅜″ GAUGE	*1941-42*	*110·6*	*73·5*	*41·7*	*31·2*	*31·7*
	1942-43	122·0	81·4	45·6	34·8	35·5
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal and Assam	*1941-42*	*10·3*	*13·5*	*9·46*	*9·25*	*9·27*
	1942-43	7·28	12·7	8·37	9·13	9·14
Bengal-Nagpur	*1941-42*	*47·8*	*50·7*	*34·6*	*25·3*	*25·6*
	1942-43	55·2	61·8	47·7	28·1	28·5
Bombay, Baroda and Central India	*1941-42*	*Nil*	*22·7*	*Nil*	*13·0*	*13·0*
	1942-43	Nil	23·5	Nil	14·0	14·0
Great Indian Peninsula	*1941-42*	†	*26·6*	†	*15·8*	*15·8*
	1942-43	†	31·5	†	16·7	16·7
Mysore State	*1941-42*	*Nil*	*25·2*	*Nil*	*16·9*	*16·9*
	1942-43	Nil	28·1	Nil	17·8	17·8
North-Western	*1941-42*	*70·0*	*61·8*	*49·3*	*38·6*	*39·8*
	1942-43	67·7	60·1	47·9	36·2	37·7
South Indian§	*1941-42*	*Nil*	*31·0*	*Nil*	*12·5*	*12·6*
	1942-43	..	..	..	..	..
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1941-42*	*67·4*	*48·5*	*37·4*	*20·5*	*20·8*
	1942-43	63·5	51·0	44·3	22·6	23·1
TOTAL CLASS I RAILWAYS	*1941-42*	*203·7*	*78·1*	*51·4*	*33·5*	*34·6*
	1942-43	196·5	83·6	56·2	36·5	38·1

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on

† Included in next column.

§ Closed for traffic on 31-10-1941.

for the years 1941-42 and 1942-43—concld.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3′ 3⅜″ Gauge—*concld.*
1,23	*3,25*	*2,37*	*46,50*	*53,35*	*17·2*	*11·9*	*5·26*	*3·86*	*4·15*	Jodhpur.
2,04	5,01	3,64	51,28	61,97	18·3	11·3	5·25	3·83	4·24	
1,61	*3,60*	*4,23*	*95,42*	*1,04,86*	*17·0*	*9·28*	*5·25*	*3·17*	*3·34*	Madras and Southern Mahratta.
3,18	7,00	7,21	1,23,98	1,41,37	15·2	7·92	6·26	4·08	4·33	
55	*1,91*	*47*	*35,70*	*38,63*	*13·7*	*6·50*	*5·50*	*2·60*	*2·70*	Mysore State.
1,11	2,56	92	39,80	44,39	12·8	7·70	5·50	2·90	3·10	
57	*1,56*	*Nil*	*33,27*	*35,40*	*13·9*	*7·56*	*Nil*	*3·02*	*3·14*	Nizam's State.
76	2,18	Nil	39,33	42,27	13·2	7·23	Nil	3·04	3·18	
77	*1,31*	*1,00*	*28,90*	*31,98*	*18·0*	*8·61*	*4·53*	*2·64*	*2·82*	Rohilkund and Kumaon.
1,39	2,39	1,45	31,04	36,27	17·9	8·41	4·75	2·76	3·04	
4,17	*9,39*	*52*	*1,69,42*	*1,84,00*	*22·4*	*10·5*	*8·26*	*3·41*	*2·60*	South Indian.
8,02	13,86	99	1,71,34	1,94,21	22·4	10·9	7·62	3·70	4·02	
17,23	*36,59*	*26,77*	*9,77,04*	*10,57,63*	*18·8*	*9·73*	*4·22*	*3·19*	*3·33*	Total 3′ 3⅜″ Gauge.
30,62	57,90	33,48	10,55,13	11,77,13	18·5	9·75	4·83	3·44	3·66	
										2′ 6″ and 2′ 0″ Gauges.
..	*4*	*2*	*1,49*	*1,55*	*21·9*	*12·8*	*4·14*	*3·56*	*3·63*	Bengal and Assam.
..	6	2	1,89	1,97	17·2	12·9	4·32	3·00	3·10	
6	*34*	*55*	*14,31*	*15,26*	*15·5*	*9·64*	*4.42*	*2·52*	*2·61*	Bengal-Nagpur.
33	76	77	20,30	22,16	13·8	7·52	5·21	2·74	2·88	
Nil	*8*	*Nil*	*4,90*	*4,98*	*Nil*	*15·5*	*Nil*	*3·21*	*3·25*	Bombay, Baroda and Central India.
Nil	12	Nil	4,45	4,57	Nil	15·2	Nil	3·25	3·31	
†	*3*	†	*3,52*	*3,55*	†	*14·2*	†	*2·66*	*2·67*	Great Indian Peninsula.
†	3	†	3,30	3,33	†	13·3	†	3·26	3·28	
Nil	*2*	*Nil*	*2,63*	*2,65*	*Nil*	*4·90*	*Nil*	*2·50*	*2·50*	Mysore State.
Nil	6	Nil	3,31	3,37	Nil	6·50	Nil	2·70	2·70	
1,44	*1,41*	*89*	*11,32*	*15,06*	*33·6*	*17·5*	*10·0*	*5·21*	*6·31*	North Western.
2,64	2,04	1,48	13,36	19,52	39·2	21·8	11·5	5·95	7·70	
Nil	..	*Nil*	*37*	*37*	*Nil*	*11·0*	*Nil*	*2·66*	*2·67*	South Indian.
..	..	..	..	..	..	..	..	..	..	
1,50	*1,92*	*1,46*	*38,54*	*43,42*	*32·1*	*14·8*	*6·72*	*3·13*	*3·42*	Total 2′ 6″ and 2′ 0″ Gauges.
2,97	3,07	2,27	46,61	54,92	32·4	14·1	8·12	3·39	3·83	
1,21,38	*2,16,07*	*1,89,86*	*32,90,64*	*38,17,95*	*15·8*	*9·00*	*4·47*	*3·18*	*3·44*	Total Class I Railways.
2,16,89	3,59,39	2,63,58	38,51,66	46,91,52	15·9	9·40	5·33	3·46	3·86	

the same railway are considered as having made two or more separate journeys.

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Tons originating on home line (whether local or foreign)					Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal and Assam	*1941-42*	*29*	..	*7*	*248*	*2,032*	*2,316*	*3,197*	*5,513*
	1942-43	13	..	19	253	1,859	2,144	2,872	5,016
Bengal-Nagpur	*1941-42*	*6,618*	*1,334*	*1,256*	*740*	*8,813*	*18,761*	*2,031*	*20,792*
	1942-43	5,572	1,366	1,235	646	8,438	17,257	2,056	19,313
Bombay, Baroda and Central India.	*1941-42*	*2*	..	*10*	*438*	*3,355*	*3,805*	*2,846*	*6,651*
	1942-43	17	..	7	267	3,292	3,583	2,777	6,360
East Indian	*1941-42*	*9,259*	*2,984*	*1,844*	*1,357*	*9,389*	*24,833*	*4,628*	*29,461*
	1942-43	7,443	2,943	1,938	1,212	8,840	22,376	4,279	26,655
Great Indian Peninsula	*1941-42*	*807*	..	*878*	*981*	*5,676*	*8,342*	*6,386*	*14,728*
	1942-43	496	..	869	732	6,371	8,668	6,451	15,119
Madras and Southern Mahratta.	*1941-42*	*17*	..	*12*	*498*	*1,537*	*2,064*	*3,064*	*5,128*
	1942-43	23	..	16	596	1,460	2,095	2,956	5,051
Nizam's State	*1941-42*	***643*	*494*	*267*	*208*	*520*	***2,132*	***97*	***2,229*
	1942-43	642	452	240	262	524	2,120	116	2,236
North-Western (Commercial).	*1941-42*	*34*	..	*10*	*2,091*	*6,977*	*9,112*	*5,429*	*14,541*
	1942-43	48	..	17	2,154	8,113	10,332	5,441	15,773
North-Western (Military)	*1941-42*	*73*	..	*10*	*227*	*1,137*	*1,447*	*1,532*	*2,979*
	1942-43	75	..	4	235	1,444	1,758	1,245	3,003
North-Western (Total)	*1941-42*	*107*	..	*20*	*2,318*	*8,114*	*10,559*	*4,474*	*15,033*
	1942-43	123	..	21	2,389	9,557	12,090	4,409	16,499
South Indian	*1941-42*	..	..	*5*	*165*	*1,697*	*1,867*	*859*	*2,726*
	1942-43	..	..	8	189	1,691	1,888	913	2,801
Total 5′ 6″ Gauge.	*1941-42*	***17,482*	*4,812*	*4,299*	*6,958*	*41,133*	***74,679*	***27,582*	***102,261*
	1942-43	14,529	4,761	4,353	6,546	42,032	72,221	26,829	99,050
3′ 3½″ Gauge.									
Bengal and Assam	*1941-42*	*34*	*1*	*27*	*563*	*2,354*	*2,979*	*1,230*	*4,209*
	1942-43	41	..	67	377	2,382	2,867	778	3,645
Bengal and North-Western	*1941-42*	*12*	..	*43*	*751*	*2,514*	*3,320*	*1,291*	*4,611*
	1942-43	12	..	37	722	2,819	3,581	956	4,537
Bikaner State	*1941-42*	*37*	..	..	*176*	*105*	*318*	*196*	*514*
	1942-43	32	..	3	151	169	355	181	536
Bombay, Baroda and Central India.	*1941-42*	*6*	..	*7*	*467*	*1,573*	*2,053*	*2,854*	*4,907*
	1942-43	5	..	7	321	1,500	1,833	2,664	4,497

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only, on each railway system.

** Revised figure

for the years 1941-42 and 1942-43 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
1,408	*93*	*339*	*353*	*3,320*	*5,513*	8,363	*4,149*	*635*	Bengal and Assam.
1,106	20	325	371	3,194	5,016	7,704	4,108	414	
7,294	*1,386*	*1,256*	*916*	*9,940*	*20,792*	*21,339*	*13,724*	*735*	Bengal-Nagpur.
6,080	1,376	1,235	778	9,844	19,313	19,991	12,726	724	
1,102	*25*	*444*	*831*	*4,249*	*6,651*	*10,142*	*4,706*	*484*	Bombay, Baroda and Central India.
890	18	380	788	4,284	6,360	9,590	4,539	445	
10,462	*3,204*	*1,844*	*2,162*	*11,789*	*29,461*	*29,461*	*19,896*	*1,411*	East Indian.
8,330	3,073	1,938	1,803	11,511	26,655	26,655	17,449	1,133	
2,769	*397*	*1,420*	*1,797*	*8,345*	*14,728*	*14,738*	*11,012*	*1,533*	Great Indian Peninsula.
2,399	379	1,372	1,543	9,426	15,119	15,133	11,040	1,355	
558	*276*	*619*	*877*	*2,798*	*5,128*	*7,152*	*3,286*	*1,013*	Madras and Southern Mahratta.
450	299	581	980	2,741	5,051	7,247	2,917	971	
***663*	***494*	*267*	*477*	***898*	***2,799*	***3,470*	***1,038*	*452*	Nizam's State.
688	453	240	503	1,036	2,920	3,585	1,271	495	
1,591	..	*1,269*	*2,539*	*9,142*	*14,541*	†	*11,624*	†	North-Western (Commercial).
1,427	..	1,281	2,580	10,485	15,773	†	12,648	†	
253	..	*172*	*379*	*2,175*	*2,979*	†	*1,693*	†	North-Western (Military).
194	..	166	363	2,280	3,003	†	1,749	†	
1,629	..	*1,279*	*2,546*	*9,579*	*15,033*	*15,189*	*13,317*	*104*	North-Western (Total).
1,465	..	1,285	2,588	11,161	16,499	16,644	14,397	122	
59	..	*118*	*510*	*2,039*	*2,726*	*5,827*	*1,930*	*92*	South Indian.
31	..	115	637	2,018	2,801	5,581	2,021	78	
***25,944*	***5,875*	*7,536*	*10,469*	***52,957*	***102,831*		***73,058*	*9*	Total 5′ 6″ Gauge.
21,439	5,618	7,471	9,991	55,215	99,734		70,468	5,737	
									3′ 3⅜″ Gauge.
340	*8*	*266*	*711*	*2,884*	*4,209*	*	*3,042*	..	Bengal and Assam.
216	..	199	431	2,799	3,645	*	2,826	59	
294	..	*260*	*905*	*3,152*	*4,611*	*4,611*	*3,600*	*108*	Bengal and North-Western.
132	..	242	819	3,344	4,537	4,537	3,707	78	
39	..	*29*	*244*	*202*	*514*	*514*	*371*	*13*	Bikaner State.
33	1	28	196	278	536	536	430	12	
523	*125*	*235*	*910*	*3,114*	*4,907*	*	*2,476*	*1,279*	Bombay, Baroda and Central India.
411	114	210	848	2,914	4,497	*	2,273	1,219	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not furnished.

H19RB

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
3′ 3½″ Gauge—*concld.*									
Jodhpur	*1941-42*	..	..	*6*	*263*	*706*	*975*	*517*	*1,492*
	1942-43	..	..	7	270	775	1,052	438	1,490
Madras and Southern Mahratta.	*1941-42*	*5*	..	*205*	*547*	*965*	*1,722*	*834*	*2,556*
	1942-43	7	..	208	464	1,107	1,786	933	2,719
Mysore State	*1941-42*	*1*	..	*1*	*174*	*555*	*731*	*387*	*1,118*
	1942-43	1	..	2	168	493	664	411	1,075
Nizam's State	*1941-42*	..	..	*1*	*217*	*454*	*672*	‡*320*	‡*992*
	1942-43	..	..	31	260	387	678	300	978
Rohilkund and Kumaon	*1941-42*	..	..	*51*	*111*	*1,254*	*1,416*	*158*	*1,574*
	1942-43	..	..	56	141	1,447	1,644	144	1,788
South Indian	*1941-42*	*37*	..	*19*	*721*	*2,270*	*3,047*	*645*	*3,692*
	1942-43	14	..	83	687	1,921	2,705	632	3,337
Total 3′ 3½″ Gauge	*1941-42*	*132*	1	*360*	*3,990*	*12,750*	*17,233*	‡8,432	‡25,665
	1942-43	112	..	501	3,561	12,991	17,165	7,437	24,602
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	*1941-42*	..	..	..	..	*4*	*4*	*2*	*6*
	1942-43	..	..	..	..	3	3	2	5
Bengal-Nagpur	*1941-42*	*66*	..	*65*	*77*	*618*	*826*	*129*	*955*
	1942-43	84	..	84	84	597	849	172	1,021
Bombay, Baroda and Central India.	*1941-42*	..	..	*1*	*28*	*207*	*236*	*69*	*305*
	1942-43	..	..	..	22	192	214	42	256
Great Indian Peninsula	*1941-42*	..	..	..	*21*	*55*	*76*	*55*	*131*
	1942-43	..	..	..	39	61	100	44	144
Mysore State	*1941-42*	..	..	..	*5*	*58*	*63*	*4*	*67*
	1942-43	..	..	..	16	55	71	8	79
North-Western (Commercial).	*1941-42*	*93*	..	*8*	*37*	*138*	*281*	*176*	*457*
	1942-43	55	..	12	28	129	224	162	386
North-Western (Military)	*1941-42*	..	..	*3*	*4*	*103*	*110*	*91*	*201*
	1942-43	..	..	4	4	94	102	37	139
North-Western (Total)	*1941-42*	*93*	..	*11*	*41*	*241*	*391*	*239*	*630*
	1942-43	55	..	16	32	223	326	154	480
South Indian §	*1941-42*	..	..	..	*10*	*8*	*18*	*5*	*23*
	1942-43	..	..	..	..	..	..	..	..
Total 2′ 6″ & 2′ 0″ Gauges	*1941-42*	*164*	..	*77*	*182*	*1,191*	*1,614*	*603*	*2,117*
	1942-43	139	..	100	193	1,131	1,563	422	1,985
Total Class I Railways	*1941-42*	‡*17,778*	*4,813*	*4,736*	*11,125*	*55,074*	‡*93,526*	‡36 517	‡1,30,043
	1942-43	14,780	4,761	4,954	10,300	56,154	90,949	34,688	1,25,637

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

§ Line closed for traffic from 31-10-41.

‡ Revised figures.

for the years 1941-42 and 1942-43 (In thousands)—contd.

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3' 3½" Gauge—contd.
25	*3*	*74*	*389*	*1,001*	*1,492*	*1,492*	*826*	*252*	Jodhpur.
16	1	70	349	1,054	1,490	1,490	860	229	
30	*54*	*204*	*794*	*1,424*	*2,556*	*	*1,735*	*272*	Madras and Southern Mahratta.
59	167	208	682	1,603	2,719	*	1,760	415	
61	..	*69*	*222*	*766*	*1,118*	*1,106*	*879*	*48*	Mysore State.
57	..	79	229	710	1,075	1,136	624	45	
‡*89*	*56*	*39*	*281*	*584*	‡*1,049*	*	‡*635*	*168*	Nizam's State.
71	84	47	319	528	1,049	*	631	151	
25	..	*51*	*132*	*1,366*	*1,574*	*1,574*	*1,075*	*2*	Rohilkund and Kumaon.
9	..	56	157	1,566	1,788	1,788	1,314	3	
83	..	*150*	*629*	*2,630*	*3,692*	*	*3,147*	*27*	South Indian.
55	..	185	823	2,274	3,337	*	2,893	17	
‡*1,559*	*246*	*1,377*	*5,417*	*17,123*	‡*25,722*		‡*17,786*	*2,159*	Total 3' 3½" Gauge.
1,059	367	1,324	4,853	17,070	24,673		17,308	2,228	
									2' 6" and 2' 0" Gauges.
..	..	..	..	*6*	*6*	*	*4*	..	Bengal and Assam.
..	..	..	..	5	5	*	2	..	
90	..	*69*	*98*	*698*	*955*	*	*667*	*5*	Bengal-Nagpur.
96	..	85	109	731	1,021	*	797	9	
2	..	*1*	*48*	*254*	*305*	*	*91*	..	Bombay, Baroda and Central India.
1	..	1	35	219	256	*	65	1	
14	..	..	*28*	*89*	*131*	*	*66*	..	Great Indian Peninsula.
10	..	..	46	88	144	*	58	..	
..	..	*1*	*6*	*60*	*67*	††	*50*	..	Mysore State.
..	..	1	16	62	79	††	24	..	
122	..	*6*	*57*	*269*	*457*	*	*255*	†	North-Western (Commercial).
69	..	12	51	254	386	*	240	†	
9	..	*4*	*11*	*177*	*201*	*	*141*	†	North-Western (Military).
2	..	7	7	123	139	*	59	†	
123	..	*11*	*67*	*429*	*630*	*	*396*	†	North-Western (Total).
70	..	16	57	337	480	*	299	†	
..	..	..	*10*	*13*	*23*	*	*8*	..	South Indian.
..	..	..	..	..	..	*	..	..	
229	..	*82*	*257*	*1,549*	*2,117*		*1,282*	*11*	Total 2' 6" & 2' 0" Gauges.
177	..	103	263	1,442	1,985		1,245	10	
‡*27,732*	‡*6,121*	*9,645*	*16,143*	‡*71,629*	‡*130,670*	‡124,978	‡*92,126*	*8,629*	Total Class I Railways.
22,675	5,985	8,898	15,107	73,727	126,392	121,617	89,021	7,975	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge. † Not furnished. †† Shown under 3' 3½" Gauge.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	†Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total Columns (23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ Gauge.							
Bengal and Assam	*1941-42*	*84,530*	*15,469*	*46,683*	*32,472*	*359,600*	*538,754*
	1942-43	58,747	4,307	40,966	34,899	314,392	453,311
Bengal-Nagpur	*1941-42*	*1,443,564*	*379,831*	*237,765*	*189,804*	*1,899,212*	*4,150,179*
	1942-43	1,210,932	360,436	219,400	154,656	2,004,327	3,949,751
Bombay, Baroda and Central India.	*1941-42*	*346,994*	*7,870*	*123,457*	*180,202*	*771,404*	*1,429,927*
	1942-43	266,458	5,901	129,180	213,076	857,579	1,472,194
East Indian	*1941-42*	*2,883,256*	*1,685,866*	*464,401*	*732,994*	*2,084,582*	*7,851,099*
	1942-43	2,365,772	1,700,378	486,892	542,430	2,185,512	7,280,984
Great Indian Peninsula	*1941-42*	*961,088*	*158,614*	*386,458*	*668,003*	*2,143,029*	*4,317,192*
	1942-43	867,259	152,365	405,539	570,713	2,764,126	4,760,002
Madras and Southern Mahratta	*1941-42*	*211,791*	*147,902*	*174,045*	*171,091*	*575,066*	*1,279,895*
	1942-43	164,971	149,249	158,103	309,547	571,997	1,353,867
Nizam's State	*1941-42*	‡*120,310*	*70,734*	*24,508*	*98,599*	*130,399*	‡*444,550*
	1942-43	118,458	63,883	25,853	96,246	165,393	469,833
North-Western (Commercial)	*1941-42*	*491,598*	*4*	*477,009*	*580,853*	*1,651,518*	*3,200,982*
	1942-43	517,189	5	476,317	514,098	2,135,279	3,642,888
North-Western (Military)	*1941-42*	*25,492*	*9*	*23,453*	*33,241*	*210,616*	*292,811*
	1942-43	18,958	1	27,660	29,451	225,468	301,538
North-Western (Total)	*1941-42*	*517,090*	*13*	*500,462*	*614,094*	*1,862,134*	*3,493,793*
	1942-43	536,147	6	503,977	543,549	2,360,747	3,944,426
South Indian	*1941-42*	*11,772*	..	*20,800*	*74,771*	*246,016*	*353,359*
	1942-43	6,569	..	18,528	118,067	257,214	400,378
Total 5′ 6″ Gauge.	*1941-42*	‡*6,580,395*	*2,466,302*	*1,978,579*	*2,762,030*	*10,071,442*	‡*23,858,748*
	1942-43	5,595,313	2,436,525	1,988,438	2,583,183	11,481,287	24,084,746
3′ 3½″ Gauge.							
Bengal and Assam	*1941-42*	*59,575*	*2,103*	*42,397*	*93,006*	*461,432*	*658,513*
	1942-43	33,928	10	26,262	44,150	334,006	438,356
Bengal and North-Western	*1941-42*	*42,753*		*40,130*	*129,460*	*488,241*	*700,583*
	1942-43	16,788		39,070	113,870	445,927	615,655
Bikaner State	*1941-42*	*1,183*	..	*4,296*	*	*55,160*	*60,639*
	1942-43	1,116	2	5,325	26,176	25,331	57,950
Bombay, Baroda and Central India.	*1941-42*	*99,043*	*35,803*	*48,269*	*167,909*	*562,489*	*913,513*
	1942 43	69,088	32,791	45,278	189,042	554,536	890,735

* Included under other commodities as separate figures are not available.
† Includes Net ton miles of freight carried in Departmental Trains.
‡ Revised figure.

for the years 1941-42 and 1942-43 (In thousands)—contd.

* Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5' 6" GAUGE.
60	*166*	*138*	*92*	*108*	*67*	*98*	Bengal and Assam.
53	210	126	94	99	56	90	
201	*274*	*192*	*207*	*191*	*212*	*201*	Bengal Nagpur.
202	262	180	199	204	213	206	
315	*319*	*278*	*217*	*187*	*315*	*219*	Bombay, Baroda and Central India.
299	325	340	270	206	300	236	
276	*526*	*252*	*339*	*177*	*334*	*267*	East Indian.
284	553	251	301	190	357	273	
347	*400*	*272*	*372*	*257*	*354*	*296*	Great Indian Peninsula.
362	402	196	370	293	367	319	
380	*536*	*281*	*195*	*206*	*431*	*250*	Madras and Southern Mahratta.
367	499	272	316	209	420	263	
181	‡*145*	*92*	*207*	‡*145*	‡*165*	*159*	Nizam's State.
172	141	108	191	160	160	161	
309	*17*	*376*	*229*	*186*	*309*	*224*	North-Western (Commercial).
364	18	372	199	208	364	234	
101	*57*	*136*	*88*	*99*	*101*	*100*	North-Western (Military).
98	25	166	81	101	98	102	
318	*34*	*391*	*241*	*201*	*318*	*237*	North-Western (Total).
367	18	392	210	216	367	242	
201	..	*176*	*147*	*121*	*201*	*130*	South Indian.
212	..	161	186	128	212	143	
254	‡*120*	*261*	*264*	*190*	*284*	*232*	TOTAL 5' 6" GAUGE.
261	434	266	259	208	297	241	
							3' 3¾" GAUGE.
175	*255*	*159*	*131*	*160*	*177*	*156*	Bengal and Assam.
157	28	132	103	119	157	120	
145	*36*	*154*	*143*	*155*	*145*	*152*	Bengal and North-Western.
127	..	161	139	133	127	136	
30	..	*150*		*124*	*30*	*118*	Bikaner State.
34	57	190	133	91	34	108	
189	*287*	*205*	*185*	*181*	*203*	*186*	Bombay, Baroda and Central India.
168	388	216	223	190	194	198	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	† Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3' 3⅜" Gauge—*concld.*							
Jodhpur	*1941-42*	*3,072*	*159*	*17,069*	*82,367*	*153,633*	*256,300*
	1942-43	878	31	13,983	75,857	140,423	231,172
Madras and Southern Mahratta	*1941-42*	*6,806*	*8,779*	*80,156*	*175,157*	*212,460*	*486,358*
	1942-43	7,577	23,568	83,922	220,284	209,055	544,406
Mysore State	*1941-42*	*7,125*	..	*8,565*	*19,743*	*62,707*	*98,140*
	1942-43	7,322	..	8,695	22,661	70,926	109,604
Nizam's State	*1941-42*	****16,288*	*10,314*	*7,036*	*41,428*	*52,232*	****127,298*
	1942-43	13,950	15,488	8,592	47,789	59,309	145,128
Rohilkund and Kumaon	*1941-42*	*1,238*	..	*1,920*	*8,901*	*102,276*	*114 335*
	1942-43	552	..	2,129	9,600	114,078	126,359
South Indian	*1941-42*	*18,899*	..	*29,862*	*120,690*	*260,042*	*429,493*
	1942-43	11,062	..	36,286	141,883	259,339	448,570
TOTAL 3' 3⅜" GAUGE	*1941-42*	****258,982*	57,162	279,700	*838,661*	*2,410,672*	****3,845,177*
	1942-43	162,261	71,890	269,542	891,312	2,212,930	3,607,935
2' 6" AND 2' 0" GAUGES.							
Bengal and Assam.	*1941-42*	..	..	..	*1*	*83*	*84*
	1942 43	..	..	..	5	75	80
Bengal-Nagpur	*194-142*	*9,016*	..	*7,896*	*6,623*	*35,373*	*58,908*
	1942-43	10,246	..	10,587	7,746	41,141	69,720
Bombay, Baroda and Central India.	*1941-42*	*67*	..	*39*	*1,200*	*4,933*	*6329*
	1942-43	27	..	12	833	4,357	5,229
Great Indian Peninsula	*1941-42*	*560*	..	..	*1,104*	*3,172*	*4,836*
	1942-43	428	..	..	1,960	3,227	5,615
Mysore State	*1941-42*	..	..	*40*	*311*	*2,047*	*2,398*
	1942-43	..	..	11	968	2,370	3,349
North Western (Commercial)	*1941-42*	*2,660*	..	*432*	*2,585*	*14,815*	*21,492*
	1942 43	2,130	..	628	2,457	12,472	17,687
North Western (Military)	*1941-42*	*609*	..	*299*	*645*	*10,616*	*12,169*
	1942-43	102	..	466	512	6,943	8,023
North Western (Total)	*1941-42*	*4,269*	..	*731*	*3,230*	*25,431*	*33,661*
	1942 43	2,232	..	1,094	2,969	19,415	25,710
South Indian*	*1941-42*	..	..	..	*294*	*384*	*678*
	1942-43	..	..	..	..	..	..
TOTAL 2' 6" & 2' 0" GAUGES	*1941-42*	*13,912*	..	*8,706*	*12,853*	*71,423*	*106,894*
	1942 43	12,933	..	11,704	14,481	70,585	109,703
TOTAL CLASS I RAILWAYS	*1941-42*	****6,853,289*	2,523,464	2,266 985	*3,613,544*	*12,553,537*	****27,810,819*
	1942 43	5,770,507	2,508,415	2,269,684	3,488,976	13,764,802	27,802.384

*Line closed for traffic from 31-10-41.

** Revised figure

† Includes Net ton miles of freight carried in Departmental trains.

for the years 1941-42 and 1942-43 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3' 3¾" GAUGE—*concld.*
124	*54*	*231*	*212*	*153*	*117*	*172*	Jodhpur.
56	48	200	217	133	55	155	
123	*163*	*393*	*221*	*149*	*139*	*190*	Madras and Southern Mahratta.
128	141	403	323	130	138	200	
117	..	*124*	*89*	*107*	*117*	*88*	Mysore State.
128	..	110	99	100	128	102	
**184	*185*	*179*	*147*	*90*	**184	**121	Nizam's State.
196	185	191	150	112	190	138	
50	..	*37*	*68*	*75*	*50*	*73*	Rohilkund and Kumaon.
58	..	38	61	73	58	71	
227	..	*199*	*146*	*99*	*227*	*116*	South Indian.
201	..	197	173	114	201	134	
**166	232	203	155	141	**175	**149	TOTAL 3' 3¾" GAUGE.
153	196	204	184	130	164	146	
							2' 6" AND 2'0" GAUGES.
..	..	..	*6*	*15*	..	*15*	Bengal and Assam.
..	..	..	11	15	..	15	
100	..	*114*	*68*	*51*	*100*	*62*	Bengal-Nagpur.
107	..	124	71	56	107	68	
28	..	*40*	*27*	*20*	*28*	*21*	Bombay, Baroda and Central India.
23	..	36	24	20	23	20	
40	..	..	*39*	*30*	*40*	*37*	Great Indian Peninsula.
41	..	..	43	37	41	39	
..	..	*40*	*52*	*39*	..	*36*	Mysore State.
..	..	11	60	38	..	42	
30	..	*52*	*46*	*55*	*30*	*47*	North Western (Commercial).
31	..	53	48	49	31	46	
66	..	*80*	*59*	*60*	*66*	*60*	North Western (Military).
63	..	69	69	57	63	58	
35	..	*67*	*49*	*59*	*35*	*53*	North Western (Total).
32	..	69	52	58	32	54	
..	..	..	*30*	*29*	..	*29*	South Indian.
..	..	..	..	..	..	..	
61	..	*106*	*50*	*46*	*61*	*50*	TOTAL 2' 6" AND 2' 0" GAUGES.
73	..	114	55	49	73	55	
**247	**412	*251*	224	**175	**277	**213	TOTAL CLASS I RAILWAYS.
254	419	225	231	187	289	220	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands). Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
	38	39	40	41	42	43	44
5' 6" Gauge.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1941-42*	*20,23*	*2,60*	*7,03*	*14,77*	*1,83,19*	*2,27,82*
	1942-43	15,41	84	6,10	18,78	1,87,77	2,28,90
Bengal-Nagpur	*1941-42*	*2,44,74*	*56,70*	*31,46*	*81,38*	*6,02,36*	*10,16,64*
	1942-43	2,14,06	57,22	29,28	70,04	6,81,22	10,51,82
Bombay, Baroda and Central India.	*1941-42*	*46,37*	*97*	*11,57*	*81,03*	*4,50,11*	*5,90,05*
	1942-43	37,30	71	12,11	82,81	5,43,16	6,76,09
East Indian	*1941-42*	*4,75,45*	*2,14,59*	*59,56*	*2,06,89*	*8,83,05*	*18,39,54*
	1942-43	3,79,40	2,14,42	62,32	1,67,50	9,98,96	18,22,60
Great Indian Peninsula	*1941-42*	*1,38,53*	*20,36*	*39,79*	*2,31,82*	*9,23,53*	*13,51,03*
	1942 43	1,22,43	19,14	39,30	2,04,43	12,56,19	16,41,49
Madras and Southern Mahratta	*1941-42*	*31,67*	*19,81*	*23,28*	*57,58*	*2,62,62*	*3,94,96*
	1942-43	26,62	20,50	22,42	80,40	2,79,65	4,29,59
Nizam's State	*1941-42*	*26,82*	*13,70*	*3,13*	*31,86*	*68,15*	*1,43,66*
	1942-43	26,31	12,87	3,22	36,70	84,52	1,63,62
North Western (Commercial)	*1941-42*	*58,10*	..	*51,84*	*2,42,54*	*7,89,10*	*11,44,58*
	1942-43	60,56	..	56,98	2,40,96	9,32,22	12,90,72
North Western (Military)	*1941-42*	*3,06*	..	*2,33*	*14,70*	*99,62*	*1,20,21*
	1942 43	2,31	..	3,46	14,32	1,04,76	1,24,85
North Western (Total)	*1941-42*	*61,16*	..	*54,67*	*2,57,24*	*8,88,73*	*12,64,79*
	1942-43	62,87	..	60,44	2,55,28	10,36,98	14,15,57
South Indian	*1941-42*	*2,43*	..	*2,66*	*33,00*	*1,36,01*	*1,74,15*
	1942-43	1,57	..	2,36	47,89	1,66,82	2,18,64
Total 5' 6" Gauge	*1941-42*	*10,47,45*	*2,28,73*	*2,36,15*	*9,95,57*	*43,97,74*	*70,05,64*
	1942-43	8,85,97	3,25,70	2,37,55	9,63,83	52,35,27	76,48,32
3' 3½" Gauge.							
Bengal and Assam	*1941-42*	*13,80*	*27*	*6,14*	*42,75*	*2,41,22*	*3,04,18*
	1942-43	8,68	1	3,91	23,66	2,41,68	2,77,94
Bengal and North Western	*1941-42*	*9,91*	..	*5,51*	*56,26*	*1,92,92*	*2,64,60*
	1942 43	4,35	..	5,41	44,33	1,87,07	2,41,16
Bikaner State	*1941-42*	*28*	..	*43*	*16,40*	*13,44*	*30,55*
	1942-43	26	..	51	14,41	16,35	31,53
Bombay, Baroda and Central India	*1941-42*	*13,49*	*4,31*	*4,52*	*68,19*	*2,98,49*	*3,89,00*
	1942-43	9,34	3,92	4,25	78,76	3,22,33	4,18,60

for the years 1941-42 and 1942-43 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5' 6" Gauge.
4·60	*3·22*	*2·89*	*8·73*	*9·78*	*4·35*	*8·12*	Bengal and Assam.
5·04	3·75	2·86	10·3	8·74	4·95	7·80	
3·21	*2·86*	*2·54*	*8·19*	*6·03*	*3·14*	*4·66*	Bengal Nagpur.
3·36	3·35	2·56	8·64	6·47	3·29	5·08	
2·57	*2·37*	*1·80*	*8·63*	*11·2*	*2·56*	*7·91*	Bombay, Baroda and Central India.
2·69	2·32	1·80	7·46	12·1	2·68	8·81	
3·16	*2·44*	*2·46*	*5·42*	*8·12*	*2·90*	*4·49*	East Indian.
3·08	2·42	2·46	5·93	8·77	2·80	4·80	
2·77	*2·46*	*1·98*	*6·66*	*8·27*	*2·72*	*6·02*	Great Indian Peninsula.
2·71	2·41	1·86	6·88	8·73	2·67	6·62	
2·87	*2·57*	*2·57*	*6·46*	*8·77*	*2·75*	*5·92*	Madras and Southern Mahratta.
3 10	2·64	2·72	4·99	9·39	2·88	6·09	
†*4·28*	*3·72*	*2·45*	*6·20*	*10·0*	†*4·07*	†*6·20*	Nizam's State.
4·26	3·87	2·39	7·32	9·81	4·13	6·69	
2·27	*2·45*	*2·21*	*8·02*	*9·17*	*2·27*	*6·87*	North Western (Commercial).
2·25	3·84	2·30	9·00	8·38	2·25	6·80	
2 31	*2·29*	*2·32*	*8·49*	*9·03*	*2·31*	*7·33*	North Western (Military).
2·34	3·07	2·40	9·34	8·91	2·34	7·95	
2·27	*2·34*	*2·21*	*8·04*	*9·16*	*2·27*	*6·95*	North Western (Total).
2·25	3·77	2·30	9·02	8·43	2·25	6·89	
4·05	..	*2·46*	*8·47*	*9·86*	*4·05*	*8·94*	South Indian.
4·60	..	2·44	7·79	11·6	4·60	9·92	
3·06	*2·56*	*2·29*	*6·92*	*8·38*	*2·92*	*5·64*	Total 5' 6" Gauge.
3·04	2·57	2·29	7·16	8·75	2·90	6·10	
							3' 3¼" Gauge.
4 35	*2·14*	*2·69*	*8·76*	*9·94*	*4·26*	*8·78*	Bengal and Assam.
4·88	3·84	2·74	10·3	11·0	4·88	9·95	
3·33	*2·45*	*2·26*	*8·08*	*7·44*	*3·33*	*7·01*	Bengal and North Western.
4 18	..	3·32	7·30	7·95	4·18	7·37	
4·60	..	*1·91*	*	*10·4*	*4·60*	*9·65*	Bikaner State.
4·45	1·93	1·82	10·57	12·4	4·45	10·5	
2·69	*2·32*	*1·80*	*7·82*	*10·3*	*2·69*	*8·24*	Bombay, Baroda and Central India.
2·66	2·30	1·80	8·05	11·3	2·54	9·12	

* Figures included under 'Other Commodities' as separate figures are not available.
† Revised figures.

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13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3' 3¾" GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jodhpur	*1941-42*	*55*	*2*	*1,96*	*29,71*	*69,73*	*1,01,97*
	1942-43	18	1	1,63	27,03	76,82	1,05,67
Madras and Southern Mahratta	*1941-42*	*3,04*	*1,60*	*10,25*	*85,35*	*1,26,52*	**2,32,39*
	1942-43	2,27	3,88	10,71	81,96	1,56,94	*2,63,40
Mysore State	*1941-42*	*1,60*	..	*90*	*8,97*	*41,88*	*53,35*
	1942-43	1,64	..	95	11,47	43,72	57,78
Nizam's State	*1941-42*	*3,31*	*1,64*	*92*	*19,68*	*37,55*	*63,10*
	1942-43	3,08	2,44	1,15	25,26	39,22	71,15
Rohilkund and Kumaon	*1941-42*	*22*	..	*24*	*5,55*	*46,14*	*52,15*
	1942-43	10	..	27	7,33	47,36	55,06
South Indian	*1941-42*	*5,10*	..	*3,98*	*56,87*	*1,63,95*	*2,29,90*
	1942-43	3,03	..	4,83	76,66	1,71,99	2,56,51
TOTAL 3' 3¾" GAUGE	*1941-42*	*51,30*	7,84	34,85	*3,89,73*	*12,31,84*	**17,21,19*
	1942-43	32,93	10,26	33,62	3,90,87	13,03,48	*17,78,80
2' 6" AND 2' 0" GAUGES.							
Bengal and Assam	*1941-42*	..	..	..	..	*5*	*5*
	1942-43	..	..	..	..	12	12
Bengal-Nagpur	*1941-42*	*2,83*	..	*1,01*	*4,21*	*15,59*	*23,64*
	1942-43	3,06	..	1,35	5,44	21,01	30,86
Bombay, Baroda and Central India.	*1941-42*	*3*	..	..	*1,46*	*5,34*	*6,83*
	1942-43	1	..	..	1,21	4,39	5,61
Great Indian Peninsula	*1941-42*	*18*	..	..	*87*	*3,53*	*4,58*
	1942-43	15	..	..	2,03	3,86	6,04
Mysore State	*1941-42*	..	..	*1*	*15*	*1,53*	*1,69*
	1942-43	..	..	..	48	2,02	2,50
North Western (Commercial)	*1941-42*	*79*	..	*16*	*2,60*	*20,36*	*23,91*
	1942-43	60	..	21	3,15	14,69	18,65
North Western (Military)	*1941-42*	*11*	..	*6*	*38*	*6,49*	*7,04*
	1942-43	2	..	10	37	4,91	5,40
North Western (Total)	*1941-42*	*90*	..	*22*	*2,98*	*26,85*	*30,95*
	1942-43	62	..	31	3,52	19,60	24,05
South Indian**	*1941-42*	..	..	..	*17*	*42*	*59*
	1942-43	..	..	..	..	..	..
TOTAL 2' 6" & 2' 0" GAUGES	*1941-42*	*3,94*	..	*1,24*	*9,84*	*53,31*	*68,33*
	1942-43	3,84	..	1,66	12,68	51,00	69,18
TOTAL CLASS I RAILWAYS	*1941-42*	*11,02,69*	3,36,57	2,72,24	*13,95,14*	*56,82,89*	**87,95,16*
	1942-43	9,22,74	3,35,96	2,72,83	13,67,38	65,89,75	*94,96,30

	1941-42.	1942-43.
* Includes Mormugao Harbour earnings	5.63	7.64

** Line closed for traffic from 31-10-41.

for the years 1941-42 and 1942-43 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3½″ Gauge—*concld.*
3·45	*2·53*	*2·21*	*6·96*	*8·70*	*3·41*	*7·64*	Jodhpur.
4·03	2·48	2·24	6·84	10·5	3·97	8·78	
5·95	*3·50.*	*2·46*	*9·36*	*11·4*	*4·79*	*8·95*	Madras and Southern Mahratta.
5·75	3·16	2·45	7·14	14·4	3·79	9·02	
4·31	..	*2·02*	*8·72*	*12·8*	*4·31*	*10·4*	Mysore State.
4·30	..	2·10	9·72	11·8	4·30	10·1	
†*3·90*	*3·05*	*2·52*	*9·12*	*13·8*	†*3·57*	†*9·52*	Nizam's State.
4·25	3·02	2·57	10·2	12·7	3·60	9·41	
3·34	..	*2·45*	*12·0*	*8·66*	*3·34*	*8·76*	Rohilkund and Kumaon.
3·60	..	2·45	14·7	7·97	3·60	8·37	
5·18	..	*2·56*	*9·05*	*11·8*	*5·18*	*10·1*	South Indian.
5·26	..	2·56	10·4	12·6	5·26	10·9	
3·80	*2·63*	*2·39*	*8·92*	*9·81*	*3·59*	*8·59*	Total 3′ 3½″ Gauge.
3·90	2·74	2·39	8·42	11·3	9·41	9·47	
							2′ 6″ and 2′ 0″ Gauges.
..	..	..	*23·9*	*12·0*	..	*12·2*	Bengal and Assam.
..	..	..	17.1	27·0	..	26·4	
6·02	..	*2·45*	*12·20*	*8·47*	*6·01*	*7·71*	Bengal Nagpur.
5·74	..	2·45	13·5	9·80	5·74	8·50	
7·66	..	*1·80*	*21·7*	*20·8*	*7·66*	*20·7*	Bombay, Baroda and Central India.
8·47	..	1·80	27·9	19·4	8·47	20·6	
6·09	..	..	*15·2*	*21·4*	*6·09*	*18·2*	Great Indian Peninsula.
6·54	..	..	19·9	23·0	6·54	20·7	
..	..	*4·80*	*9·26*	*14·4*	..	*13·5*	Mysore State.
..	..	..	9·52	16·4	..	14·3	
4·16	..	*6·87*	*19·3*	*26·4*	*4·16*	*21·4*	North Western (Commercial).
5·38	..	6·38	24·6	22·6	5·38	20·2	
3·43	..	*3·82*	*11·4*	*11·7*	*3·43*	*11·1*	North Western (Military).
3·62	..	4·22	14·0	13·6	3·62	12·9	
4·06	..	*5·63*	*17·7*	*20·3*	*4·06*	*17·7*	North Western (Total).
5·30	..	5·42	22·8	19·4	5·30	18·0	
..	..	..	*10·8*	*21·2*	..	*16·7*	South Indian.
..	..	..	..	..	..	..	
5·44	..	*2·73*	*14·7*	*14·3*	*5·44*	*12·3*	Total 2′ 6″ and 2′ 0″ Gauges.
5·70	..	2·72	16·8	13·9	5·70	12·1	
3·09	*2·56*	*2·31*	*7·41*	*8·69*	*2·95*	*6·07*	Total Class I Railways.
3·07	2·57	2·31	7·52	9·19	2·92	6·56	

†Revised figure.

14.—Statement of Revenue Earnings and Expenses

NOTE. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciа-

NOTE. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE. III.— Please see note under heading of Statement. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal and Assam	*1941-42*	*2,30,789*	*4,61,35*	*51,319*	*984·8*	*6·02*
	1942-43	2,32,807	5,97,78	67,081	1,236·5	8·38
Bengal-Nagpur	*1941-42*	*2,37,093*	*12,99,49*	*50,504*	*963·6*	*7·81*
	1942-43	2,37,590	14,37,14	56,214	1,078·1	9·79
Bombay, Baroda and Central India	*1941-42*	*2,24,499*	*9,76,28*	*77,710*	*1,490·3*	*11·2*
	1942-43	2,25,609	11,39,18	92,392	1,771·7	14·8
East Indian	*1941-42*	*3,61,507*	*27,23,67*	*61,353*	*1,176·6*	*7·64*
	1942-43	3,66,554	29,52,09	69,955	1,341·6	10·5
Great Indian Peninsula	*1941-42*	*3,25,920*	*21,95,08*	*64,950*	*1,245·3*	*9·01*
	1942-43	3,26,608	27,55,39	81,539	1,563·9	11·9
Madras and Southern Mahratta	*1941-42*	*1,82,753*	*6,32,18*	*55,956*	*1,073·1*	*8·43*
	1942-43	1,83,301	7,60,06	67,276	1,290·2	11·0
Nizam's State	*1941-42*	*1,16,182*	*2,13,15*	*30,976*	*594·0*	*10·0*
	1942-43	1,15,106	2,62,74	38,179	732·2	12·4
North Western (Commercial)	*1941-42*	*2,30,461*	*20,54,76*	*42,595*	*816·9*	*8·58*
	1942-43	2,31,544	24,88,66	51,956	996·3	12·2
North Western (Military)	*1941-42*	*1,95,342*	*1,92,58*	*13,637*	*261·5*	*5·99*
	1942-43	1,85,560	2,00,61	13,154	252·2	7·48
North Western (Total)	*1941-42*	*2,21,577*	*22,47,34*	*36,037*	*691·1*	*8·27*
	1942-43	2,19,436	26,89,27	42,581	816·6	11·6
South Indian	*1941-42*	*(a)1,96,910*	*2,67,53*	*34,874*	*668·8*	*6·42*
	1942-43	(c)2,03,722	3,44,69	44,921	861·5	10·3
TOTAL 5' 6" GAUGE	*1941-42*		*1,10,16,67*	*57,717*	*991·8*	*8·22*
	1942-43		1,29,38,34	61,284	1,175·3	11·1
3' 3½" GAUGE.						
Bengal and Assam	*1941-42*	‡	*(b)5,55,04*	*20,650*	*396·0*	*5·16*
	1942-43	‡	5,87,24	23,010	441·3	6·45
Bengal and North Western	*1941-42*	*1,08,348*	*4,38,39*	*19,480*	*373·6*	*6·00*
	1942-43	1,07,405	4,24,36	19,159	367·0	6·00
Bikaner State	*1941-42*	*48,535*	*58,50*	*6,625*	*127·1*	*4·63*
	1942-43	48,999	66,55	7,536	145·0	6·93
Bombay, Baroda and Central India	*1941-42*	‡	*6,39,90*	*31,752*	*609·0*	*6·96*
	1942-43	‡	6,92,48	34,885	669·2	9·38

* In the case of State-owned railways. † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

‡ Included in 5' 6" Gauge.

(*a*) Figures include capital at charge and route mileage of narrow gauge.

(*c*) Figures include capital at charge for Narrow Gauge but exclude its route mileage as the line has since been closed.

of Class I Railways rated against selected units for the years 1941-42 and 1942-43.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. tion Reserve Fund' instead.

Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5' 6" GAUGE.
3,54.72	*757·2*	*4·63*	*2,06,63*	*11,868·2*	*1·29*	Bengal and Assam.
4,18,09	899·6	5·86	1,79,69	20,164·0	2·52	
7,13,93	*529·7*	*4·27*	*5,85,56*	*22,880·8*	*3·54*	Bengal-Nagpur.
8,20,36	612·4	5·56	6,16,76	24,281·1	4·23	
4,72.22	*221·0*	*5·41*	*5,04.06*	*40,122·0*	*5·77*	Bombay, Baroda and Central India.
4,67,58	758·1	6·32	6,51,60	52,847·5	8·45	
15,48,13	*668·5*	*4·34*	*11,75,54*	*26,496·7*	*3·30*	East Indian.
14,79,16	671·6	5·26	14,72,93	34,938·3	5·24	
11,17,51	*634·2*	*4·59*	*10,77,57*	*31,883·9*	*4·42*	Great Indian Peninsula.
11,82,38	671·3	5·11	15,72,51	46,534·6	6·79	
3,12,56	*530·6*	*4·17*	*3,19,62*	*28,290·7*	*4·26*	Madras and Southern Mahratta.
3,59,34	610·6	5·18	4,00,72	35,469·2	5·77	
83,94	*233·9*	*3·94*	*1,29,21*	*18,778·0*	*6·06*	Nizam's State.
97,07	270·5	4·58	1,65,67	24,073·8	7·81	
10,48,65	*417·0*	*4·38*	*10,05,91*	*20,852·2*	*4·29*	North Western (Commercial).
11,72,50	469·4	5·73	13,16,16	27,474·1	6·44	
1,91,52	*260·1*	*5·96*	*1,06*	*75·0*	*0·03*	North Western (Military).
2,27,94	286·6	8·59	—27,33	—17,91·6	—1·02	
12,40,37	*381·5*	*4·56*	*10,06,97*	*16,147·2*	*3·71*	North Western (Total).
14,00,44	426·3	6·05	12,88,83	20,406·9	5·57	
1,25,41	*313·5*	*3·01*	*1,42,12*	*18,526·2*	*3·41*	South Indian.
1,39,14	347·8	4·15	2,05,55	26,787·9	6·13	
59.68 79	*537·0*	*4·45*	*50,47,28*	*23,714·3*	*3·77*	TOTAL 5' 6" GAUGE.
63,84,96	579·4	5·48	65,54,28	31,073·7	5·64	
						3' 3¼" GAUGE.
3,61,81	*262·8*	*3·42*	(b)*1,93,23*	*6,955·8*	*1·74*	Bengal and Assam.
4,84,81	359·4	5·25	1,02,43	4,268·5	1·20	
1,96,07	*166·0*	*2·00*	*2,42,32*	*10,836·0*	*3·00*	Bengal and North Western.
2,22,63	190·0	3·00	2,01,73	9,266·0	3·00	
32,92	*71·5*	*2·61*	*25,58*	*2,896·4*	*2·02*	Bikaner State.
31,62	69·0	3·29	34,93	3,956·0	3·64	
3,39,94	*323·6*	*3·70*	*2,99,96*	*14,884·9*	*3·26*	Bombay, Baroda and Central India.
3,32,13	321·3	4·50	3,60,35	18,153·4	4·88	

(b) Includes Rs. 20,70 thousands due to foreign railways' share of earnings not apportioned. This amount has been excluded in working out results of the railway for cols. 5,6,7,12 and 13.

14.—Statement of Revenue Earnings and Expenses of Class I

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of "Appropriation to Depre-
NOTE II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve
NOTE III.—Please see note under heading of Statement No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3' 3⅜" GAUGE—*concld.*						
Jodhpur	*1941-42*	*55,225*	*1,70,70*	*15,268*	*292·8*	*6·91*
	1942-43	55,165	1,89,32	16,830	322·8	9·44
Madras and Southern Mahratta	*1941-42*	‡	¶*3,60,46*	*19,534*	*374·6*	*4·71*
	1942-43	‡	¶4,36,10	23,588	452·4	5·97
Mysore State	*1941-42*	*90,951*	*98,65*	*16,188*	*310·5*	*4·12*
	1942-43	91,672	1,11,61	18,313	351·2	5·46
Nizam's State	*1941-42*	‡	*1,07,24*	*15,963*	*306·1*	*5·73*
	1942-43	‡	1,25,49	18,679	358·2	7·46
Rohilkund and Kumaon	*1941-42*	*84,266*	*93,20*	*16,542*	*315·0*	*4·00*
	1942-43	86,450	1,01,12	17,787	343·0	6·00
South Indian	*1941-42*	‡	*4,57,24*	*25,597*	*400·9*	*4·33*
	1942 43	‡	5,21,52	29,785	571·2	7·17
TOTAL 3' 3⅜" GAUGE	*1941-42*		*29,79,32*	*20,723*	*397·4*	*5·29*
	1942-43		32,55,79	22,795	437·2	7·00
2' 6" AND 2' 0" GAUGES.						
Bengal and Assam	*1941-42*	‡	*1,67*	*4,535*	*87·0*	*1·33*
	1942-43	‡	2,46	6,666	127·8	2·42
Bengal Nagpur	*1941-42*	‡	*42,69*	*4,616*	*88·5*	*2·07*
	1942-43	‡	60,32	6,522	125·1	2·84
Bombay, Baroda and Central India	*1941-42*	‡	*12,28*	*5,470*	*105·0*	*3·12*
	1942-43	‡	10,64	5,648	108·5	3·77
Great Indian Peninsula	*1941-42*	‡	*8,66*	*4,294*	*82·6*	*1·96*
	1942-43	‡	9,93	4,927	94·5	3·52
Mysore	*1941-42*	††	(*a*) *4,47*	*3,470*	*66·6*	*1·85*
	1942-43	††	(*a*) 6,10	4,736	90·8	3·13
North Western (Commercial)	*1941-42*	‡	*41,60*	*13,334*	*255·7*	*3·98*
	1942-43	‡	42,13	14,392	276·0	4·03
North Western (Military)	*1941-42*	‡	*13,17*	*4,192*	*80·4*	*3·98*
	1942-43	‡	9,76	3,107	59·6	3·82
North Western (Total)	*1941-42*	‡	*54,77*	*8,747*	*167·7*	*3·98*
	1942-43	‡	51,89	85,50	164·0	4·45
South Indian	*1941-42*	‡	*1,00*	*2,652*	*50·9*	*1·71*
	**1942-43	..	..	..	..	..
TOTAL 2' 6" AND 2' 0" GAUGES	*1941-42*		*1,25,54*	*5,757*	*110·4*	*2·67*
	1942-43		1,41,34	6,771	129·9	3·41
TOTAL CLASS I RAILWAYS	*1941-42*	*2,20,859*	*1,41,20,93*	*37,363*	*716·5*	*7·21*
	1942-43	2,21,759	1,63,35,47	43,650	837·1	9·79

* In the case of State-owned railways † In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.
‡ Included in 5' 6" gauge. ** Lines closed on 31-10-41.

Railways rated against selected units for the years 1941-42 and 1942-43 —concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. ciation Reserve Fund" instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3' 3¾" GAUGE—*concld.*
75,05	*128·7*	*3·04*	*95,65*	*8,555·4*	*3·87*	Jodhpur.
1,05,83	180·5	5·28	83,49	7,421·9	4·16	
¶2,08,03	*215·0*	*2·71*	*¶1,52,43*	*8,322·7*	*2·00*	Madras and Southern Mahratta.
¶2,30,13	238·1	3·14	¶2,05,97	11,174·0	2·83	
66,14	*208·1*	*2·76*	*32,51*	*5,335·0*	*1·36*	Mysore State.
74,20	233·5	3·63	37,41	6,138·0	1·83	
58,60	*167·3*	*3·13*	*48,64*	*7,240·8*	*2·60*	Nizam's State.
65,87	188·9	3·92	59,62	8,874·6	3·54	
45,26	*154·0*	*2·00*	*47,94*	*8,508·0*	*2·00*	Rohilkund and Kumaon.
49,04	168·0	3·00	52,08	9,160·0	3·00	
2,79,73	*299·7*	*2·64*	*1,77,51*	*9,971·4*	*1·69*	South Indian.
3,09,70	339·4	4·26	2,11,82	12,087·2	2·91	
16,63,55	*220·3*	*2·38*	*13,15,77*	*9,234·2*	*2·32*	TOTAL 3' 3¾" GAUGE.
19,05,96	254·6	4·08	13,49,83	9,520·1	2·92	
						2' 6" AND 2' 0" GAUGES.
1,59	*82·8*	*1·27*	*8*	*216·6*	*0·06*	Bengal and Assam.
1,69	88·0	1·66	77	2,078·8	0·75	
58,17	*120·6*	*2·82*	*—15,48*	*—1,673·9*	*—0·75*	Bengal Nagpur.
66,05	137·0	3·11	—5,73	—619·8	—0·27	
9,42	*80·5*	*2·39*	*2,86*	*1,276·0*	*0·73*	Bombay, Baroda and Central India.
8,97	91·7	3·18	1,67	886·7	0·59	
3,90	*37·0*	*0·88*	*4,76*	*2,361·8*	*1·08*	Great Indian Peninsula.
4,47	42·5	1·58	5,46	2,710·1	1·94	
2,67	*39·8*	*1·11*	*1,80*	*1,398·0*	*0·74*	Mysore State.
3,11	46·3	1·59	2,99	2,321·0	1·54	
99,89	*614·0*	*9·55*	*—53,29*	*—1,867·7*	*—5·57*	North Western (Commercial).
37,00	242·4	4·07	5,13	1,751·3	0·56	
21,15	*129·1*	*6·40*	*—7,98*	*—2,541·2*	*—2·41*	North Western (Military).
22,02	134·4	8·61	—12,26	—3,902·0	—4·79	
1,21,04	*370·7*	*8·79*	*—66,27*	*—10,583·5*	*—4·81*	North Western (Total).
59,02	186·5	5·06	—7,13	—1,175·0	—0·61	
2,26	*115·0*	*3·88*	*—1,26*	*—3,344·3*	*—2·17*	South Indian.
92	..	..	—92	..	..	
1,99,05	*175·1*	*4·24*	*—73,51*	*3,371.1*	*—1·57*	TOTAL 2' 6" AND 2' 0" GUAGES.
1,44,23	132·5	3·48	—2,89	—138·4	—0·07	
18,31,39	*396·6*	*3·99*	*62,89,54*	*16,683·6*	*3·22*	TOTAL CLASS I RAILWAYS.
84,34,25	431·3	5·04	79,01,22	21,160·4	4·74	

¶ Includes earnings & expenditure of Mormugao Harbour.
†† Included in 3' 3¾" Gauge. (*a*) Excludes earnings of Tadasa Hebbe Tramway.

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 14 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N.S. railways in respect of other than State-owned portions of their railway system) include the figures of 'Appropration to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	Col. 3 divided in the ratio of gross ton-mileage.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1941-42*	*3,14,64,453*	*1,77,89,239*	*1,36,75,214*	*3·43*	*3·18*	*0·25*
	1942-43	3,82,12,205	2,26,52,582	1,55,59,623	6·35	4·44	1·91
Bengal-Nagpur	*1941-42*	*6,84,03,934*	*1,57,68,099*	*5,26,35,835*	*3·94*	*2·46*	*1·48*
	1942-43	7,85,83,247	1,75,84,655	6,09,98,592	6·53	3·37	3·16
Bombay, Baroda and Central India	*1941-42*	*4,51,82,432*	*1,73,15,712*	*2,78,66,720*	*7·31*	*3·47*	*3·84*
	1942-43	4,57,01,088	1,66,20,786	2,90,80,302	10·5	4·07	6·40
East India	*1941-42*	*14,83,27,730*	*4,24,07,416*	*10,59,20,314*	*4·62*	*2·41*	*2·21*
	1942-43	13,93,77,720	3,75,98,774	10,17,78,946	7·94	2·89	5·05
Great Indian Peninsula	*1941-42*	*10,65,25,802*	*3,87,19,153*	*6,78,06,649*	*5·91*	*2·94*	*2·97*
	1942-43	11,23,49,674	3,73,66,952	7,49,82,722	9·18	3·32	5·86
Madras and Southern Mahratta	*1941-42*	*3,00,12,665*	*1,08,64,585*	*1,91,48,080*	*5·17*	*2·53*	*2·64*
	1942-43	3,46,27,807	1,26,39,150	2,19 88,657	7·90	3·19	4·71
Nizam's State	*1941-42*	*80,69,062*	*†21 22,015*	*†56,47,047*	*6·69*	*2·50*	*4·19*
	1942-43	93,42,642	29.23,677	64,13,965	9·51	2·97	6·54
North Western	*1941-42*	*11,91,76,659*	*5,31.33 038*	*6,60,43 621*	*5·58*	*3·23*	*2·35*
	1942-43	13,34,45,178	5.58 14,432	7,76,30,746	8·66	4·09	4·57
South Indian	*1941-42*	*1,21,64,465*	*60.91,530*	*60:72,935*	*3·13*	*2·16*	*0·97*
	1942-43	1,33,60 032	52.23,909	81,31.183	6·63	2·93	3·70
3' 3½" GAUGE.							
Bengal and Assam	*1941-42*	*3,36.03 872*	*1,52.11.663*	*1,83.92.209*	*3·82*	*2·79*	*1·03*
	1942-43	4,61,75,799	2,39,47 419	2,22,28,380	6·40	5·07	1·33
Bengal and North-Western	*1941-42*	*1,72.20 650*	*71.39.078*	*1 0),81,572*	*3·00*	*1·00*	*2·00*
	1942-43	1,96.99.584	75.40,349	1,21.53,735	6·00	2·00	4·00
Bikaner State	*1941-42*	*32 24 782*	*14 43 238*	*17 81,544*	*4 65*	*2 47*	*2 18*
	1942-43	30,37,677	13,61,022	16,76,655	7·88	3·19	4 69
Bombay, Baroda and Central India	*1941-42*	*3,21 60,844*	*1,14,19,076*	*2.07.41,778*	*4·84*	*2·39*	*2·45*
	1942-43	3,16,23,325	94,47.694	2,21,75,631	8·16	3·03	5·13
Jodhpur	*1941-42*	*68,57.723*	*24 93.013*	*43:64,710*	*5·11*	*2·05*	*3·06*
	1942-43	96,73,414	34.98,371	61,75,943	7·97	3·76	4·21
Madras and Southern Mahratta	*1941-42*	*1,97.77.221*	*77,32.893*	*1,27,44.328*	*3·05*	*1·95*	*1·10*
	1942-43	2,17,20.049	75.15.137	1,42.04,912	4·83	2·23	2·60
Mysore State	*1941-42*	*64,75 244*	*34 38 010*	*30:37 234*	*2·79*	*2·22*	*0·57*
	1942-43	72,65,475	36,18,362	36:47,113	4·18	2·94	1·24
Nizam's State	*1941-42*	*56,39.941*	*†24.63.760*	*†31,76,181*	*3·32*	*2·02*	*1·30*
	1942-43	63,32.911	25,71,899	37,61,012	4·94	2·47	2·47
Rohilkund and Kumaon	*1941-42*	*40,53,033*	*18,44,766*	*22,08,267*	*2·74*	*1·41*	*1·33*
	1942-43	44,45,181	17,99,398	26,45,783	4·11	1·81	2·30
South Indian	*1941-42*	*2,56,29,594*	*1,39,00,816*	*1,17,23,778*	*2·63*	*1·81*	*0·82*
	1942-43	2,79,30,553	1,22,04,055	1,57,26,498	4·99	2·69	2·30

§ The results in columns 6 to 17 exclude steamboat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph, and

†Revised figures.

for the years 1941-42 and 1942-43.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. from 1938-39.
actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.									
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
11·1	*6·63*	*4·47*	*52·7*	*31·5*	*21·2*	*4·87*	*7·08*	*3·25*	Bengal and Assam.
11·7	7·66	4·04	55·5	36·4	19·1	6·59	9·11	1·21	
10·1	*5·21*	*4·89*	*49·0*	*25·4*	*23·6*	*2·44*	*3·49*	*2·22*	Bengal Nagpur.
11·3	6·50	4·80	56·6	32·5	24·1	2·97	4·09	2·11	
15·8	*7·44*	*8·35*	*68·8*	*32·4*	*36·4*	*3·74*	*5·48*	*4·37*	Bombay, Baroda and Central India.
18·8	8·02	10·8	85·1	36·3	48·8	3·79	5·55	5·02	
10·3	*5·89*	*4·37*	*41·7*	*23·9*	*17·8*	*2·59*	*3·63*	*1·90*	East Indian.
12·2	6·74	5·42	49·2	27·3	21·9	2·68	3·84	2·12	
12·2	*6·07*	*6·12*	*56·8*	*28·3*	*28·6*	*3·02*	*4·32*	*3·00*	Great Indian Peninsula.
14·0	6·29	7·68	71·8	32·4	39·5	3·02	4·26	3·60	
12·4	*5·98*	*6·41*	*51·8*	*25·0*	*26·8*	*2·87*	*4·16*	*3·95*	Madras and Southern Mahratta.
14·5	7·38	7·12	61·4	31·2	30·2	3.12	4·11	2·97	
12·5	†*4·86*	†*7·64*	*60·0*	*23·4*	*36·6*	†*2·44*	†§§*4·46*	†*3·75*	Nizam's State.
14·6	5·65	8·95	71·3	27·7	43·6	2·62	§§4·54	4·07	
11·9	*6·16*	*5·74*	*54·7*	*28·2*	*26·5*	*3·63*	*6·36*	*3·32*	North Western.
15·2	8·19	7·01	70·5	38·0	32·5	3·78	5·39	3·11	
13·0	*4·50*	*8·50*	*84·6*	*29·3*	*55·3*	*3·30*	*4·70*	*5·64*	South Indian.
14·1	5·18	8·92	95·5	35·2	60·3	3·90	5·41	6·02	
									3′ 3½″ Gauge.
6·56	*3·90*	*2·66*	*36·2*	*21·5*	*14·7*	*5·36*	‡*8·19*	*3·42*	Bengal and Assam.
6·21	5·16	1·05	36·1	30·0	6·1	9·74	‡13·4	0·21	
7·00	*3·00*	*4·00*	*35·0*	*14·0*	*21·0*	*3·00*	*4·22*	*4·01*	Bengal and North-Western.
7·00	4·00	3·00	38·0	19·0	19·0	4·00	5·52	3·37	
4·51	*2·62*	*1·89*	*37·2*	*21·6*	*15·6*	*5·64*	*8·64*	*4·06*	Bikaner State.
5·93	3·14	2·79	47·1	24·9	22·2	5·60	8·79	4·99	
8·84	*4·69*	*4·15*	*42·9*	*22·8*	*20·1*	*4·36*	*5·64*	*3·88*	Bombay, Baroda and Central India.
9·91	5·21	4·70	49·3	25·9	23·4	4·78	6·18	4·34	
8·14	*3·48*	*4·66*	*38·0*	*16·2*	*21·8*	*3·27*	*4·46*	*4·37*	Jodhpur.
9·87	5·74	4·13	46·3	26·9	19·4	5·13	6·45	3·65	
6·40	*3·38*	*3·02*	*44·7*	*23·6*	*21.1*	*4·75*	*6·69*	*4·20*	Madras and Southern Mahratta.
6·97	3·73	3·24	51·2	27·4	23·7	5·01	6·52	4·01	
6·43	*3·59*	*2·84*	*54·0*	*30·2*	*23·9*	*5·94*	*8·20*	*4·50*	Mysore State.
7·22	4·49	2·73	65·1	40·5	24·6	6·39	8·58	3·73	
9·88	†*4·86*	†*5·02*	*52·8*	*26·0*	*26·8*	†*4·79*	**	‡*4·73*	Nizam's State.
10·9	5·61	5·29	61·0	31·5	29·5	4·97	**	4·44	
6·76	*2·84*	*3·92*	*44·5*	*18·7*	*25·8*	*3·71*	*5·47*	*5·05*	Rohilkund and Kumaon.
7·38	3·51	3·87	45·7	21·0	24·8	3·88	5·82	4·49	
8·52	*4·36*	*4·16*	*46·5*	*23·8*	*22·7*	*5·24*	*8·10*	*4·86*	South Indian.
10·0	6·05	3·95	55·0	33·2	21·8	6·73	10·1	4·17	

earnings and expenses.
Sundry earnings.
‡Metre and Narrow gauges combined. ** Included in Broad gauge. §§Broad and Metre gauges combine

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1941-42 and 1942-43.*

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal and Assam	*1941-42*	*453,724*	*1,546,498*	*1,118,854*	*2,031,966*	*1,281,116*	*2,037,856*	*1,566,572*
	1942-43	365,882	1,685,462	949,132	2,124,989	1,089,038	2,128,993	1,462,364
Bengal Nagpur	*1941-42*	*4,128,001*	*(b)2,057,274*	*7,823,323*	*(b)2,729,482*	*8,985,612*	*(b) 2,748,108*	*9,173,520*
	1942-43	3,919,230	§1,898,259	7,284,414	§2,461,992	8,373,049	§2,483,144	8,613,661
Bombay, Baroda and Central India	*1941-42*	*1,412,727*	*1,354,189*	*3,134,991*	*1,719,849*	*3,492,326*	*1,723,265*	*3,565,432*
	1942-43	1,462,347	1,166,768	3,073,832	1,439,485	3,423,577	1,443,519	3,484,542
East Indian	*1941-42*	*7,736,835*	*5,426,949*	*15,449,600*	*7,193,961*	*17,269,483*	*7,277,789*	*18,177,615*
	1942-43	7,198,040	4,403,107	13,820,703	5,777,457	15,395,448	5,925,352	16,039,780
Great Indian Peninsula — Steam	*1941-42*	*3,848,965*	*3,401,550*	*7,860,334*	*4,431,120*	*9,053,817*	*4,440,795*	*9,175,603*
	1942-43	4,272,054	2,992,849	8,178,708	3,775,955	9,460,423	3,804,002	9,603,000
Great Indian Peninsula — Electric	*1941-42*	*449,748*	*622,863*	*919,285*	*796,728*	*1,069,006*	*798,087*	*1,079,944*
	1942-43	471,344	627,902	894,351	791,481	1,055,663	795,872	1,071,011
Madras and Southern Mahratta	*1941-42*	*1,269,329*	*(c)1,293,386*	*2,682,237*	*(c)1,757,331*	*3,083,400*	*(c)1,768,999*	*3,118,908*
	1942-43	1,345,283	§§1,316,496	2,689,690	§§1,752,460	3,067,323	§§1,782,444	3,103,617
Nizam's State	*1941-42*	*(d)442,297*	*339,651*	*(d)881,839*	*455,749*	*(d) 1,041,295*	*456,290*	*(d) 1,063,863*
	1942-43	466,669	368,006	886,427	485,272	1,039,307	485,678	1,066,310
North Western	*1941-42*	*3,438,748*	*5,206,811*	*7,097,519*	*6,699,218*	*8,159,289*	*6,713,680*	*8,345,016*
	1942-43	3,907,862	4,660,077	7,093,981	5,883,072	8,056,835	5,904,614	8,212,564
South Indian	*1941-42*	*342,785*	***598,986*	*718,935*	***861,655*	*832,188*	***862,219*	*859,587*
	1942-43	390,688	‡463,311	828,423	‡633,959	963,773	‡637,822	991,841
TOTAL 5′ 6″ GAUGE — Steam	*1941-42*	*(d) 23,073,411*	*21,225,294*	*(d) 46,767,632*	*27,880,331*	*(d) 53,198,526*	*28,029,001*	*(d) 55,046,110*
	1942-43	23,328,055	18,954,335	44,805,310	24,334,641	50,868,773	24,595,568	52,577,679
TOTAL 5′ 6″ GAUGE — Electric	*1941-42*	*449,748*	*622,863*	*919,285*	*796,728*	*1,069,006*	*798,087*	*1,079,944*
	1942-43	471,344	627,902	894,351	791,481	1,055,663	795,872	1,071,011
3′ 3⅜″ GAUGE.								
Bengal and Assam	*1941-42*	*617,751*	*1,249,406*	*1,416,190*	*1,559,481*	*1,662,539*	*1,564,208*	*1,879,308*
	1942-43	397,423	1,271,203	1,013,563	1,558,590	1,252,814	1,562,682	1,450,507
Bengal and North Western	*1941-42*	*662,684*	*771,486*	*1,295,537*	*††1,046,389*	*1,469,252*	*††1,107,174*	*1,563,515*
	1942-43	590,929	632,708	1,156,607	†792,874	1,321,577	†859,340	1,385,585
Bikaner State	*1941-42*	*60,639*	*115,919*	*135,658*	*154,551*	*187,076*	*154,591*	*190,829*
	1942-43	57,518	99,199	119,497	129,828	159,178	130,122	160,299
Bombay, Baroda and Central India	*1941-42*	*904,164*	*889,456*	*1,798,163*	*1,142,596*	*2,031,838*	*1,144,113*	*2,078,186*
	1942-43	882,438	(a)680,521	1,721,311	(a)847,202	1,947,151	(a)848,405	1,991,375

*Excluding traffic carried in departmental trains.
**Includes 91,527 (000) Gross Ton miles of running power trains.
† Includes 61,(000) ton miles on account of engine power supplied by the R. & K. Rly.
†† Includes 64 (000) ton miles on account of engine power supplied by the R. and K. Rly.
‡ Includes 76,735 (000) Gross Ton miles of running power trains.
§ Exclusive of M. & S. M. Railway trains worked by B. N. Railway Engines.
§§ Includes 150 (000) ton miles of M. and S. M. Railway trains worked by B.N. Railway Engines.
(a) Includes 11,710 (000) Gross ton miles of B. B. & C. I. Railway trains worked by. B. S. Railway Engines.
(b) Excludes 197 (000) ton miles of M. & S. M. Railway trains worked by B. N. Railway Engines.
(c) Includes 197 (000) ton miles in respect of M. & S. M. Railway trains hauled by B. N. Railway Engines.
(d) Revised figure.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1941-42 and 1942-43*—concld.

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed
1	2	3	4	5	6	7	8	9
3′ 3½″ GAUGE—*concld.*								
Jodhpur	*1941-42*	*251,585*	*266,286*	*499,509*	*328,433*	*564,435*	*329,032*	*576,062*
	1942-43	230,118	240,067	449,088	287,529	505,484	288,041	508,428
Madras and Southern Mahratta	*1941-42*	*483,717*	*614,426*	*1,080,231*	*845,185*	*1,312,355*	*848,874*	*1,324,998*
	1942-43	541,731	541,257	1,161,342	736,894	1,413,515	755,064	1,427,920
Mysore State	*1941-42*	*97,706*	*217,579*	*227,116*	*329,780*	*289,851*	*330,207*	*291,714*
	1942-43	109,242	198,738	227,368	288,152	290,913	289,593	291,894
Nizam's State	*1941-42*	*(d)124,448*	*184,792*	*(d)256,495*	*247,892*	*(d)301,210*	*248,652*	*(d)320,552*
	1942-43	141,340	176,026	273,359	229,476	318,773	230,038	336,396
Rohilkund and Kumaon	*1941-42*	*110,936*	*162,395*	*219,755*	*221,184*	*251,592*	*222,767*	*266,662*
	1942-43	123,076	144,472	236,666	192,127	272,828	196,747	289,291
South Indian**	*1941-42*	*409,467*	*879,757*	*907,477*	*1,240,525*	*1,052,258*	*1,241,956*	*1,104,283*
	1942-43	434,451	588,865	933,508	795,504	1,077,921	1,797,723	1,116,232
TOTAL 3′ 3½″ GAUGE.	*1941-42*	*(d) 3,723,097*	*5,351,502*	*(d) 7,836,131*	*7,116,016*	*(d) 9,122,406*	*7,191,574*	*(d) 9,595,209*
	1942-43	3,508,266	4,573,056	7,292,309	5,858,176	8,560,154	5,957,755	8,957,927
2′ 6″ & 2′ 0″ GAUGES.								
Bengal and Assam	*1941-42*	*63*	*5,874*	*221*	*7,262*	*274*	*7,262*	*482*
	1942-43	80	4,809	336	5,985	429	5,987	429
Bengal Nagpur	*1941-42*	*54,748*	*135,502*	*131,827*	*190,183*	*172,068*	*190,316*	*190,410*
	1942-43	65,974	137,507	157,424	189,859	207,510	190,023	225,925
Bombay, Baroda and Central India	*1941-42*	*6,114*	*15,130*	*13,062*	*21,700*	*17,007*	*21,700*	*17,993*
	1942-43	5,045	12,155	10,678	16,630	13,718	16,639	14,677
Great Indian Peninsula	*1941-42*	*4,836*	*25,741*	*12,289*	*38,161*	*19,069*	*38,175*	*21,808*
	1942-43	5,615	16,903	12,178	24,553	17,396	24,561	18,703
Mysore State	*1941-42*	*2,364*	*11,743*	*5,712*	*19,661*	*8,648*	*19,661*	*8,725*
	1942-43	3,288	12,102	6,712	18,525	9,879	18,525	10,050
North Western	*1941-42*	*33,375*	*49,571*	*89,061*	*72,876*	*131,649*	*73,600*	*135,495*
	1942-43	24,958	44,411	66,931	65,049	99,317	65,753	105,776
South Indian**	*1941-42*	*657*	*2,328*	*1,569*	*3,789*	*2,247*	*3,794*	*2,247*
	1942-43	†	†	†	†	†	†	†
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1941-42*	*102,157*	*245,889*	*253,741*	*353,632*	*350,962*	*354,508*	*377,155*
	1942-43	104,960	227,887	254,259	320,601	348,249	321,488	375,560
TOTAL CLASS I RAILWAYS — Steam	*1941-42*	*(d) 26,898,665*	*26,822,685*	*(d) 54,857,504*	*35,349,979*	*(d) 62,671,894*	*35,575,083*	*(d) 65,018,474*
	1942-43	26,941,281	23,755,278	52,351,878	30,513,418	59,777,176	30,874,811	61,911,166
TOTAL CLASS I RAILWAYS — Electric	*1941-42*	*449,74*	*622,863*	*919,285*	*796,728*	*1,069,006*	*798,087*	*1,079,944*
	1942-43	471,344	627,902	894,351	791,481	1,055,663	795,872	1,071,011

*See remark on page 118

† Lines closed for traffic on 31st October, 1941.

** Includes figures for Electric services.

(*d*) Revised figure.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class 1 Railways for the years 1941-42 and 1942-43.* (*In thousands.*)

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal and Assam	*1941-42*	*5,448*	*1,489*	*172*	*1,661*	*140*	*80*	*220*	*5,533*	*1,741*	*7,329*	*8*	*321*	*329*
	1942-43	4,953	1,318	141	1,459	143	70	213	5,096	1,529	6,625	9	502	511
Bengal Nagpur	*1941-42*	*6,268*	*5,931*	*3,468*	*9,399*	*99*	*177*	*276*	*6,367*	*9,576*	*15,943*	*40*	*526*	*566*
	1942-43	5,024	5,277	3,379	8,656	121	79	200	5,145	8,735	13,880	75	638	713
Bombay, Baroda & Central India	*1941-42*	*3,365*	*2,734*	*408*	*3,142*	*296*	*505*	*801*	*3,661*	*3,647*	*7,308*	*18*	*100*	*118*
	1942-43	2,630	2,809	546	3,355	122	160	282	2,752	3,515	6,267	21	110	131
East Indian	*1941-42*	*16,270*	*13,103*	*2,672*	*15,775*	*1,155*	*203*	*1,358*	*17,425*	*15,978*	*33,403*	*197*	*2,007*	*2,204*
	1942-43	11,731	11,120	2,390	13,510	712	102	814	12,443	13,612	26,055	555	1,490	2,045
Great Indian Peninsula — Steam	*1941-42*	*9,383*	*7,056*	*2,454*	*9,510*	*215*	*273*	*488*	*9,598*	*9,783*	*19,381*	*60*	*368*	*428*
	1942-43	6,992	7,644	2,485	10,129	272	171	443	7,264	10,300	17,564	239	512	751
Great Indian Peninsula — Electric	*1941-42*	*1,446*	*999*	*Nil*	*999*	*Nil*	*Nil*	*Nil*	*1,446*	*999*	*2,445*	*4*	*28*	*32*
	1942-43	1,320	1,057	*Nil*	1,057	*Nil*	*Nil*	*Nil*	1,320	1,057	2,377	33	45	78
Madras & Southern Mahratta	*1941-42*	*4,037*	*1,134*	*628*	*2,762*	*132*	*267*	*399*	*4,169*	*3,029*	*7,198*	*35*	*172*	*207*
	1942-43	3,714	2,037	674	2,711	84	125	209	3,798	2,836	6,634	115	145	260
Nizam's State	*1941-42*	*727*	*846*	*35*	*881*	*190*	*198*	*388*	*917*	*1,079*	*1,996*	*1*	*83*	*84*
	1942-43	684	821	38	859	254	175	429	938	1,034	1,972	1	103	104
North Western	*1941-42*	*11,237*	*7,482*	*1,647*	*9,129*	*4,978*	*1,292*	*6,270*	*16,215*	*10,421*	*26,636*	*50*	*304*	*354*
	1942-43	9,633	6,557	1,761	8,318	3,729	874	4,603	13,362	9,192	22,554	106	281	387
South Indian	*1941-42*	*2,713*	*841*	*222*	*1,063*	*102*	*80*	*182*	*2,815*	*1,143*	*3,958*	*2*	*207*	*209*
	1942-43	1,702	969	275	1,244	69	111	180	1,771	1,355	3,126	15	213	228
Total 5′ 6″ Gauge — Steam	*1941-42*	*59,448*	*41,616*	*11,706*	*53,322*	*7,307*	*3,075*	*10,382*	*66,755*	*56,397*	*123,152*	*411*	*4,088*	*4,499*
	1942-43	47,063	38,552	11,689	50,241	5,506	1,867	7,373	52,569	52,108	104,677	1,136	3,994	5,130
Total 5′ 6″ Gauge — Electric	*1941-42*	*1,446*	*999*	*Nil*	*999*	*Nil*	*Nil*	*Nil*	*1,446*	*999*	*2,445*	*4*	*28*	*32*
	1942-43	1,320	1,057	*Nil*	1,057	*Nil*	*Nil*	*Nil*	1,320	1,057	2,377	33	45	78
3′ 3½″ GAUGE.														
Bengal and Assam	*1941-42*	*3,052*	*1,879*	*411*	*2,29*	*2,388*	*1,868*	*4,256*	*5,440*	*4,158*	*9,598*	*23*	*552*	*575*
	1942-43	3,180	2,336	421	2,757	1,517	867	2,384	4,697	3,624	8,321	23	686	709
Bengal and North Western	*1941-42*	*4,995*	*1,727*	*1,479*	*3,206*	*512*	*205*	*717*	*5,507*	*3,411*	*8,918*	*8*	*361*	*369*
	1942-43	2,270	1,480	1,274	2,754	904	466	1,370	3,174	3,220	6,394	231	245	476
Bikaner State	*1941-42*	*181*	*69*	*	*69*	*399*	*598*	*997*	*580*	*667*	*1,247*	*1*	*12*	*13*
	1942-43	73	62		63	353	468	821	426	531	957	*Nil*	4	4
Bombay, Baroda & Central India	*1941-42*	*4,150*	*2,086*	*1,827*	*3,913*	*606*	*423*	*1,029*	*4,756*	*4,336*	*9,092*	*6*	*81*	*87*
	1942-43	2,631	2,119	1,892	4,011	479	172	651	3,110	4,183	7,293	7	76	83

* Included with Main Lines in Col. 4.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1941-42 and 1942-43 (In thousands)*—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" Gauge—concld.														
Jodhpur	*1941-42*	*623*	*663*	*44*	*707*	*536*	*513*	*1,099*	*1,209*	*1,220*	*2,429*	*5*	*34*	*39*
	1942-43	440	589	70	659	486	407	893	926	1,066	1,992	5	7	12
Madras & Southern Mahratta	*1941-42*	*3,604*	*2,088*	*800*	*2,888*	*343*	*587*	*930*	*3,947*	*3,475*	*7,422*	*17*	*89*	*106*
	1942-43	2,865	2,281	969	3,250	295	443	738	3,160	3,693	6,853	214	110	324
Mysore State	*1941-42*	*1,469*	*772*	*	*772*	*76*	*72*	*148*	*1,545*	*844*	*2,389*	*2*	*2*	*4*
	1942-43	1,111	702	*	702	114	107	221	1,225	809	2,034	7	3	10
Nizam's State	*1941-42*	*1,172*	*520*	*12*	*532*	*38*	*49*	*87*	*1,210*	*581*	*1,791*	*4*	*72*	*76*
	1942-43	952	551	5	556	50	48	98	1,002	604	1,606	3	66	69
Rohilkund and Kumaon	*1941-42*	*1,193*	*503*	*121*	*624*	*113*	*99*	*212*	*1,306*	*723*	*2,029*	*6*	*54*	*60*
	1942-43	848	492	103	595	153	116	269	1,001	711	1,712	28	44	72
South Indian	*1941-42*	*6,665*	*1,642*	*634*	*2,176*	*227*	*100*	*327*	*6,892*	*2,276*	*9,168*	*4*	*414*	*418*
	1942-43	3,550	1,537	672	2,209	167	65	232	3,717	2,274	5,991	17	324	341
Total 3' 3½" Gauge	*1941-42*	*27,104*	*11,849*	*5,328*	*17,177*	*5,288*	*4,514*	*9,802*	*32,392*	*21,691*	*54,083*	*76*	*1,671*	*1,747*
	1942-43	17,920	12,149	5,407	17,556	4,518	3,159	7 677	22,438	20,715	43,153	535	1,565	2,100
2' 6" & 2' 0" Gauges.			Total									Total		
Bengal and Assam	*1941-42*	*97*	*Nil*			*19*	*5*	*24*	*116*	*5*	*121*	*5*		
	1942-43	74	*Nil*			20	8	28	94	8	102	*Nil*		
Bengal-Nagpur	*1941-42*	*775*	*502*			*372*	*315*	*687*	*1,147*	*817*	*1,964*	*91*		
	1942-43	693	671			385	277	662	1,078	948	2,026	97		
Bombay, Baroda & Central India	*1941-42*	*64*	*14*			*178*	*128*	*306*	*242*	*142*	*384*	*9*		
	1942-43	18	12			147	96	243	165	108	273	9		
Great Indian Peninsula	*1941-42*	*7*	*Nil*			*260*	*146*	*406*	*267*	*146*	*413*	*18*		
	1942-43	20	6			141	102	243	161	108	269	7		
Mysore State	*1941-42*	*87*	*10*			*84*	*60*	*144*	*171*	*70*	*241*	*Nil*		
	1942-43	41	11			91	52	143	132	63	195	*Nil*		
North Western	*1941-42*	*166*	*654*			*306*	*172*	*478*	*472*	*826*	*1,298*	*44*		
	1942-43	177	558			247	86	333	424	644	1,068	66		
South Indian†	*1941-42*	*Nil*	*Nil*			*40*	*18*	*58*	*40*	*18*	*58*	*Nil*		
	1942-43	..	..			..	..	..	..	..	..	..		
Total 2' 6" & 2' 0" Gauges	*1941-42*	*1,196*	*1,180*			*1,259*	*844*	*2,103*	*2,455*	*2,024*	*4,479*	*167*		
	1942-43	1,023	1,258			1,031	621	1,652	2,054	1,879	3,933	179		
Total Class I Railways—Steam	*1941-42*	*87,748*	*71,679*			*13,854*	*8,433*	*22,287*	*101,602*	*80,112*	*181,714*	*6,413*		
	1942-43	66,006	69,055			11,055	5,647	16,702	77,061	74,702	151,763	7,409		
Total Class I Railways—Electric	*1941-42*	*1,446*	*999*			*Nil*	*Nil*	*Nil*	*1,446*	*999*	*2,445*	*32*		
	1942-43	1,320	1,057			*Nil*	*Nil*	*Nil*	1,320	1,057	2,377	78		

* Included with Main lines in Col. 4.
† Lines closed for traffic on 31-10-1941.

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22).	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" Gauge.											
Bengal and Assam	*1941-42*	*331*	*71*	*402*	*879*	*125*	*,004*	*6*	*Nil*	*42*	*48*
	1942-43	474	66	540	875	111	986	3	2	110	115
Bengal Nagpur	*1941-42*	*288*	*49*	*337*	*3,348*	*495*	*3,843*	*41*	*28*	*63*	*132*
	1942-43	343	25	368	3,506	470	3,976	167	28	103	298
Bombay, Baroda & Central India	*1941-42*	*175*	*19*	*194*	*1,076*	*132*	*1,208*	*6*	*6*	*201*	*213*
	1942-43	160	13	173	1,132	108	1,240	4	2	107	113
East Indian	*1941-42*	*893*	*9*	*902*	*4,926*	*272*	*5,198*	*169*	*113*	*525*	*807*
	1942-43	807	4	811	4,868	186	5,054	62	144	927	1,133
Great Indian Peninsula—Steam	*1941-42*	*335*	*18*	*353*	*2,788*	*231*	*3,019*	*206*	*100*	*128*	*434*
	1942-43	491	15	506	2,938	204	3,142	249	50	100	399
Great Indian Peninsula—Electric	*1941-42*	*165*	*1*	*166*	*73*	*18*	*91*	*129*	*29*	*57*	*215*
	1942-43	90	1	91	14	28	42	157	36	50	243
Madras & Southern Mahratta	*1941-42*	*186*	*15*	*201*	*756*	*134*	*890*	*49*	*23*	*172*	*244*
	1942-43	197	11	208	782	112	894	83	9	189	281
Nizam's State	*1941-42*	*71*	*8*	*79*	*268*	*36*	*304*	*8*	*5*	*56*	*69*
	1942-43	78	9	87	309	38	347	9	9	48	66
North Western	*1941-42*	*1,109*	*139*	*1,248*	*2,497*	*733*	*3,230*	*310*	*75*	*235*	*620*
	1942-43	1,085	100	1,185	3,034	624	3,658	171	42	203	416
South Indian	*1941-42*	*21*	*69*	*90*	*230*	*159*	*389*	*14*	*11*	*21*	*46*
	1942-43	31	41	72	290	168	458	28	9	18	55
Total 5' 6" Gauge—Steam	*1941-42*	*3,409*	*397*	*3,806*	*16,768*	*2,317*	*19,085*	*809*	*361*	*1,443*	*2,613*
	1942-43	3,666	284	3,950	17,734	2,021	19,755	776	295	1,805	2,876
Total 5' 6" Gauge—Electric	*1941-42*	*165*	*1*	*166*	*73*	*18*	*91*	*129*	*29*	*57*	*215*
	1942-43	90	1	91	14	28	42	157	36	50	243
3' 3¼" Gauge.											
Bengal and Assam	*1941-42*	*374*	*49*	*423*	*1,344*	*162*	*1,506*	*10*		*76*	*93*
	1942-43	472	48	520	1,714	97	1,811	16	13	105	134
Bengal and North Western	*1941-42*	*170*	*49*	*219*	*1,461*	*414*	*1,875*	*2*	*52*	*56*	*110*
	1942-43	157	28	185	1,381	358	1,739	1	36	62	99
Bikaner State	*1941-42*	*	*	*	*	*	†*145*	*	*	*	*
	1942-43	28	9	37	65	17	82	*Nil*	5	2	7
Bombay, Baroda & Central India	*1941-42*	*205*	*46*	*251*	*1,052*	*138*	*1,190*	*12*	*18*	*41*	*71*
	1942-43	200	32	232	1,050	132	1,182	4	6	40	50

*Separate figures not being available, combined figures of shunting and other engines, etc. for all the services are shown in columns 23 and 32 respectively

†Represents total shunting miles of Passenger, mixed and goods services.

Class I Railways for the years 1941-42 and 1942-43 (In thousands)—contd.

The mileage of these services is shown in Statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
2	*29*	*103*	*208*	*342*	*23*	*64*	*104*	*471*	*6,038*	*3,087*	*9,596*	Bengal and Assam.
1	9	114	254	378	28	67	101	640	5,751	2,893	9,284	
557	*187*	*917*	*335*	*1,996*	*4*	*32*	*300*	*870*	*6,836*	*15,415*	*23,121*	Bengal Nagpur.
624	215	937	350	2,126	11	48	350	1,074	5,811	14,837	21,722	
2	*6*	*146*	*18*	*172*	*3*	*22*	*250*	*371*	*4,068*	*5,027*	*9,466*	Bombay, Baroda & Central India.
8	7	183	26	224	2	25	262	395	3,038	4,979	8,412	
59	*135*	*1,332*	*1,841*	*3,370*	*79*	*67*	*682*	*2,965*	*19,134*	*24,546*	*46,645*	East Indian.
44	106	1,325	1,743	3,218	182	83	648	2,875	14,387	21,884	39,146	
295	*178*	*513*	*371*	*1,357*	*9*	*81*	*378*	*815*	*10,385*	*14,159*	*25,359*	Great Indian Peninsula. Steam
420	157	604	860	2,041	20	98	488	1,259	8,169	15,483	24,911	
139	*1*	*79*	*Nil*	*219*	*3*	*12*	*39*	*74*	*1,827*	*1,309*	*3,210*	Great Indian Peninsula. Electric
145	*Nil*	102	*Nil*	247	1	23	60	139	1,654	1,346	3,139	
127	*7*	*341*	*23*	*498*	*10*	*38*	*170*	*387*	*4,614*	*4,417*	*9,418*	Madras & Southern Mahratta.
123	8	355	28	514	17	28	154	431	4,287	4,244	8,962	
28	*10*	*146*	*Nil*	*184*	*Nil*	*19*	*145*	*229*	*1,065*	*1,567*	*2,861*	Nizam's State.
30	13	130	*Nil*	173	*Nil*	21	139	243	1,091	1,554	2,888	
212	*123*	*616*	*265*	*1,216*	*4*	*29*	*745*	*1,103*	*18,083*	*14,867*	*34,053*	North Western.
183	119	799	360	1,461	6	36	738	1,131	14,963	14,311	30,405	
86	*18*	*91*	*6*	*201*	*9*	*19*	*29*	*247*	*2,951*	*1,733*	*4,931*	South Indian.
181	21	125	7	334	28	14	28	284	1,898	2,147	4,329	
1,368	*696*	*4,205*	*3,067*	*9,336*	*156*	*371*	*2,803*	*7,458*	*73,174*	*84,818*	*165,450*	Total 5′ 6″ Gauge. Steam
1,614	655	4,572	3,628	10,469	294	420	2,908	8,332	59,395	82,332	150,059	
139	*1*	*79*	*Nil*	*219*	*3*	*12*	*39*	*74*	*1,827*	*1,309*	*3,210*	Total 5′ 6″ Gauge. Electric
145	*Nil*	102	*Nil*	247	1	23	60	139	1,654	1,346	3,139	
												3′ 3¼″ Gauge.
27	*32*	*163*	*61*	*288*	*7*	*29*	*134*	*716*	*5,956*	*5,952*	*12,624*	Bengal and Assam.
97	43	230	59	429	12	15	59	780	5,351	5,864	11,995	
Nil	*45*	*94*	*Nil*	*139*	*131*	*8*	*157*	*657*	*5,836*	*5,425*	*11,918*	Bengal and North Western.
Nil	44	107	*Nil*	151	129	5	153	758	3,458	5,110	9,326	
*	*	*	*	‡51	*	*	*	¶13	¶680	††863	*1,456*	Bikaner State.
Nil	14	7	7	28	6	1	3	13	470	641	1,124	
13	*53*	*69*	*46*	*181*	*1*	*6*	*391*	*479*	*5,078*	*5,707*	*11,264*	Bombay, Baroda & Central In
15	25	65	34	139	Nil	6	380	463	3,392	5,504	9,359	

‡Represents light, assisting required, assisting not required, siding and departmental engine mileage of Passenger, mixed and goods services.
¶Represents Train miles only.
††Includes passenger & proportion of mixed shunting and other engine mileage vide remarks against figures in cols. 23 & 32.

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE :—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	Shunting Miles.						Other
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" GAUGE—concld.											
Jodhpur	*1941-42*	*27*	*66*	*93*	*210*	*87*	*297*	*3*	*8*	*16*	*27*
	1942-43	29	65	94	223	93	316	5	8	11	24
Madras and Southern Mahratta	*1941-42*	*121*	*4*	*125*	*663*	*86*	*749*	*9*	*2*	*35*	*46*
	1942-43	136	5	141	671	71	742	16	5	38	59
Mysore State	*1941-42*	*161*	*14*	*175*	*213*	*31*	*243*	*25*	*14*	*6*	*45*
	1942-43	134	16	150	194	25	219	6	22	4	32
Nizam's State	*1941-42*	*39*	*11*	*50*	*138*	*22*	*160*	*Nil*	*1*	*29*	*30*
	1942-43	49	9	58	161	20	181	*Nil*	1	22	23
Rohilkund and Kumaon	*1941-42*	*53*	*Nil*	*53*	*419*	*35*	*454*	*18*	*13*	*22*	*53*
	1942-43	53	1	54	449	31	480	17	7	15	39
South Indian	*1941-42*	*124*	*118*	*242*	*417*	*318*	*735*	*6*	*13*	*52*	*71*
	1942-43	106	72	178	411	300	711	3	4	23	30
Total 3' 3½" Gauge	*1941-42*	*1,274*	*357*	*1,631*	*5,916*	*1,293*	‡*7,354*	*85*	*128*	*333*	*546*
	1942-43	1,364	285	1,649	6,319	1,144	7,463	68	107	322	497

		Shunting Miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2' 6" & 2' 0" GAUGES.				
Bengal and Assam	*1941-42*	*Nil*	*1*	*1*
	1942-43	*Nil*	1	1
Bengal-Nagpur	*1941-42*	*348*	*104*	*452*
	1942-43	440	79	519
Bombay, Baroda and Central India	*1941-42*	*Nil*	*39*	*39*
	1942-43	*Nil*	34	34
Great Indian Peninsula	*1941-42*	*20*	*12*	*32*
	1942-43	15	12	27
Mysore State	*1941-42*	*Nil*	*24*	*24*
	1942-43	*Nil*	23	23
North Western	*1941-42*	*133*	*61*	*194*
	1942-43	134	55	189
South Indian§§	*1941-42*	*Nil*	*3*	*3*
	1942-43	..	..	..
Total 2' 6" and 2' 0" Gauges	*1941-42*	*501*	*244*	*745*
	1942-43	589	204	793
Total Class I Railways — Steam	*1941-42*	*27,868*	*4,603*	‡*32,621*
	1942-43	29,672	3,938	33,610
Total Class I Railways — Electric	*1941-42*	*165* *1*	*166* *73*	*18* *91*
	1942-43	90 1	91 14	28 42

Other			
			†
			†
129	*29*	*57*	*215*
157	26	60	243

† Included in column 32.

‡ See remarks against Bikaner State Rly. on pages 122 & 123.

§§Line closed for traffic on 31-10-1941.

Class I Railways for the years 1941-42 and 1942-43 (In thousands)—concld.

Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

ENGINE MILES.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3¾″ GAUGE—*concld.*
4	*7*	*64*	*1*	*66*	*Nil*	*1*	*110*	*149*	*1,329*	*1,583*	*3,061*	Jodhpur.
4	7	47	1	59	*Nil*	1	105	117	1,044	1,441	2,602	
115	*39*	*221*	*17*	*392*	*2*	*11*	*112*	*220*	*4,118*	*4,616*	*8,954*	Madras & Southern Mahratta.
128	44	203	13	388	7	12	97	428	3,360	4,823	8,611	
6	*1*	*14*	*Nil*	*21*	*Nil*	*23*	*15*	*19*	*1,765*	*1,103*	*2,892*	Mysore State.
7	1	12	*Nil*	20	*Nil*	18	20	30	1,407	1,048	2,485	
Nil	*1*	*34*	*Nil*	*35*	*1*	*12*	*91*	*168*	*1,290*	*776*	*2,234*	Nizam's State.
Nil	1	43	*Nil*	44	1	12	80	150	1,083	829	2,062	
5	*3*	*14*	*7*	*29*	*13*	*3*	*89*	*162*	*1,412*	*1,206*	*2,780*	Rohilkund and Kumaon.
3	3	19	8	33	12	2	88	172	1,094	1,224	2,490	
36	*2*	*48*	*29*	*115*	*36*	*47*	*74*	*528*	*7,205*	*3,126*	*10,859*	South Indian.
40	2	48	††22	112	39	34	59	439	3,925	3,097	7,461	
206	*183*	*716*	*161*	‡*1,317*	*191*	*140*	*1,173*	‡*3,111*	‡*34,569*	‡*30,362*	*68,042*	Total 3′ 3¾″ Gauge.
294	184	701	144	1,403	206	106	1,044	3,350	24,584	29,581	57,515	
Total § Other Engine Miles.					Total Other Departmental.							2′ 6″ & 2′ 0″ Gauges.
			1				*Nil*	*5*	*118*	*5*	*128*	Bengal and Assam.
			6				*Nil*	*Nil*	101	8	109	
			43				*19*	*110*	*1,275*	*1,154*	*2,569*	Bengal Nagpur.
			120				24	121	1,228	1,446	2,795	
			15				*2*	*11*	*272*	*166*	*449*	Bombay, Baroda & Central India.
			15				2	11	194	128	333	
			Nil				*1*	*19*	*275*	*170*	*464*	Great Indian Peninsula.
			1				1	8	168	129	305	
			Nil				*3*	*3*	*184*	*81*	*268*	Mysore State.
			1				3	3	146	73	222	
			187				*13*	*57*	*572*	*1,107*	*1,736*	North Western.
			151				18	81	529	879	1,489	
			Nil				*Nil*	*Nil*	*40*	*21*	*61*	South Indian.
			..				..	..	..	..	..	
			246				*38*	*205*	*2,736*	*2,734*	*5,675*	Total 2′ 6″ & 2′ 0″ Gauges.
			303				45	224	2,366	2,663	5,253	
				14,058				*10,774*	‡*110,479*	‡*117,914*	*239,167*	Steam
				15,548				11,900	86,345	114,576	212,821	
139	*1*	*79*	*Nil*	*219*	*3*	*12*	*39*	*74*	*1,827*	*1,309*	*3,210*	Electric
145	*Nil*	102	*Nil*	247	1	23	60	139	1,654	1,346	3,139	

Total Other Engine Miles. / Total Other Departmental. / Total Engine Miles. / Total Traffic Engine Miles. / Total including Departmental. / Railway.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.
†† Excludes 3 thousand siding engine miles worked in Tondiarpet siding.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4 + 5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal and Assam	*1941-42*	*251,2*	*11,0*	*6,2*	*17,2*	*145,8*	*22,0*	*167,8*	*80,4*	*200,8*
	1942-43	257,4	12,6	6,2	18,8	152,1	21,0	173,1	107,9	197,2
Bengal Nagpur	*1941-42*	*304,6*	*8,6*	*15,4*	*24,0*	*475,6*	*309,7*	*785,3*	*67,3*	*768,6*
	1942-43	273,8	9,8	6,6	16,4	442,3	310,5	752,8	73,5	795,2
Bombay, Baroda and Central India.	*1941-42*	*147,2*	*18,9*	*34,1*	*53,0*	*227,1*	*39,4*	*266,5*	*38,7*	*241,7*
	1942-43	114,7	8,7	12,2	20,9	231,3	50,9	282,2	34,6	248,2
East Indian	*1941-42*	*734,2*	*71,3*	*13,0*	*84,3*	*1,378,6*	*349,5*	*1,728,1*	*180,5*	*1,039,6*
	1942-43	576,8	44,0	6,4	50,4	1,203,4	305,4	1,508,8	162,1	1,010,8
Great Indian Peninsula	*1941-42*	*427,9*	*14,0*	*17,9*	*31,9*	*580,9*	*207,4*	*788,3*	*104,0*	*623,6*
	1942-43	351,3	16,3	10,9	27,2	631,4	203,9	835,3	119,5	637,8
Madras and Southern Mahratta	*1941-42*	*196,3*	*9,2*	*18,5*	*27,7*	*190,7*	*63,3*	*254,0*	*40,2*	*178,0*
	1942-43	194,0	6,1	9,1	15,2	185,9	72,1	258,0	41,5	178,7
Nizam's State	*1941-42*	*31,0*	*11,8*	*12,3*	*24,1*	*71,1*	*2,9*	*74,0*	*15,9*	*60,8*
	1942-43	30,5	15,7	10,7	26,4	70,2	3,1	73,3	17,5	69,4
North Western	*1941-42*	*502,6*	*278,8*	*87,3*	*366,1*	*711,9*	*164,8*	*866,7*	*248,8*	*641,6*
	1942-43	457,6	218,8	60,1	278,9	666,5	164,0	830,5	236,2	727,1
South Indian	*1941-42*	*133,1*	*6,7*	*6,3*	*13,0*	*75,4*	*19,0*	*94,4*	*18,0*	*77,8*
	1942-43	85,4	4,7	8,5	13,2	87,9	22,9	110,8	14,3	91,7
Total 5' 6" Gauge	*1941-42*	*2,728,1*	*430,3*	*211,0*	*641,3*	*3,857,1*	*1,168,0*	*5,025,1*	*793 8*	*3,832,5*
	1942-43	2,341,5	336,7	130,7	467,4	3,671,0	1,153,8	4,824,8	807,1	3,956,1
3' 3½" Gauge.										
Bengal and Assam	*1941-42*	*168,5*	*171,1*	*133,9*	*305,0*	*153,7*	*37,8*	*191,5*	*84,5*	*301,2*
	1942-43	212,7	117,9	67,3	185,2	230,1	47,7	277,8	104,0	362,2
Bengal and North Western	*1941-42*	*282,8*	*41,3*	*16,5*	*57,8*	*164,8*	*126,4*	*291,2*	*42,0*	*373,0*
	1942-43	138,0	74,1	38,1	112,2	143,8	127,6	271,4	36,0	345,9
Bikaner State	*1941-42*	*10,2*	*26,8*	*40,2*	*67,0*	*4,6*	*4*	*5,0*	*13,4*	*15,6*
	1942-43	4,0	23,6	32,0	55,6	4,8	1	4,9	7,4	16,5
Bombay, Baroda and Central India.	*1941-42*	*217,3*	*42,8*	*30,0*	*72,8*	*196,7*	*180,0*	*376,7*	*50,3*	*238,9*
	1942-43	135,3	32,3	11,6	43,9	195,5	176,3	371,8	46,5	236,3

Class I Railways for the years 1941-42 and 1942-43 (In hundreds).

Service.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railways.
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" Gauge.
92,2	*43,2*	*29,8*	*434,8*	*447,8*	*5,1*	*52,1*	*57,2*	*939,8*	*60*	*35*	Bengal and Assam.
116,7	56,3	36,3	494,6	469,1	3,7	76,5	80,2	1,043,9	54	33	
75,7	*372,3*	*47,9*	*459,2*	*1,989,5*	*4,5*	*106,9*	*111,4*	*2,560,1*	*68*	*33*	Bengal-Nagpur.
91 9	413,1	50,1	449,0	2,017,8	10,1	133,7	143,8	2,610,6	62	35	
46,3	*78,7*	*2,5*	*251,1*	*623,5*	*3,3*	*52,1*	*55,4*	*930,0*	*65*	*45*	Bombay, Baroda and Central India.
36,8	91,0	3,6	188,8	637,2	3,9	56,5	60,4	886,4	64	43	
237,3	*324,7*	*262,9*	*1,223,3*	*3,368,3*	*32,8*	*370,7*	*403,5*	*4,995,1*	*64*	*47*	East Indian.
232,9	308,4	249,0	1,015,8	3,083,4	95,1	291,3	386,4	4,485,6	56	45	
126,9	*291,8*	*53,6*	*672,8*	*1,775,2*	*10,1*	*90,1*	*100,2*	*2,548,2*	*65*	*43*	Great Indian Peninsula.
120.1	347,0	124,1	607,2	1,955,1	32,3	123,1	155,4	2,717,7	58	41	
100,1	*116,9*	*3,5*	*345,8*	*570,9*	*7,8*	*43,6*	*51,4*	*968,1*	*58*	*44*	Madras and Southern Mahratta.
99.6	123,5	4,0	341,2	573.3	15,9	39,4	55,3	969,8	56	44	
17.9	*37,2*	*Nil*	*76,6*	*184,3*	*1*	*37,7*	*37,8*	*298,7*	*56*	*39*	Nizam's State.
20,2	39,5	Nil	83,9	192,9	1	39,9	40,0	316,8	55	36	
197,1	*253,1*	*37,9*	*1,227,3*	*1,886,6*	*7,5*	*141,2*	*148,7*	*3,262,6*	*63*	*47*	North Western.
184,1	306,7	51,4	1,096,7	1,975,8	13,9	132,4	146,3	3,218,8	61	42	
42,1	*41,4*	*8*	*199,9*	*220,7*	*2,5*	*30,1*	*32,6*	*453,2*	*69*	*40*	South Indian.
29,7	58,4	10	134,1	270,4	6,6	31,5	38,1	442,6	64	40	
938,6	*1,559,3*	*428,9*	*4,890,8*	*11,066,8*	*73,7*	*924,5*	*998,2*	*16,955,8*			Total 5' 6" Gauge.
926,0	1,743,9	519,5	4,411,3	11,175,0	181,6	924,3	1,105,9	16,692,2			
											3' 3½" Gauge.
94,8	*78,9*	*3,6*	*518,9*	*724,1*	*3,3*	*33,9*	*37,7*	*1,320,7*	*66*	*41*	Bengal and Assam.
117,8	108,5	8,5	552,4	824,3	5,4	95,2	100,6	1,477,3	59	38	
77,5	*64,9*	*Nil*	*443,6*	*745,6*	*25,3*	*75,0*	*100,3*	*1,290,0*	*69*	*57*	Bengal and North Western.
53,4	62,4	Nil	301,5	717,8	59,3	58,9	118,2	1,137,5	59	40	
19,4	*22,3*	*1,0*	*69,8*	*84,1*	*1*	*1,0*	*1,1*	*155,0*	*53*	*54*	Bikaner State.
14,7	20,7	9	49,7	75,0	1,0	1,0	2,0	126,7	55	47	
70,8	*73,4*	*6,6*	*381,2*	*724,7*	*6*	*33,2*	*33,8*	*1,189,7*	*66*	*50*	Bombay, Baroda and Central India.
51,1	71,2	4,8	265,2	695,7	8	79,5	80,3	1,041,2	63	40	

†"Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—*concld.*										
Jodhpur	*1941-42*	*32,8*	*42,9*	*37,6*	*80,5*	*70,1*	*3,4*	*73,5*	*18,7*	*59,3*
	1942-43	25.3	37,8	31,7	69,5	64,6	8,5	73,1	18,9	63,2
Madras and Southern Mahratta	*1941-42*	*188,2*	*27,4*	*46,9*	*74,3*	*199,5*	*76,7*	*276,2*	*25,0*	*149,7*
	1942-43	155,1	24,5	36,8	61,3	220,7	93,0	313,7	28,3	148,4
Mysore State	*1941-42*	*93,3*	*6,6*	*6,7*	*13,3*	*Nil*	*82,4*	*82,4*	*18,1*	*33,6*
	1942-43	70,7	10,2	10,1	20,3	Nil	76,5	76,5	19,2	34,8
Nizam's State	*1941-42*	*59,8*	*3,1*	*4,1*	*7,2*	*46,1*	*1,3*	*47,4*	*10,1*	*32,0*
	1942-43	49,2	4,4	4,2	8,6	50,7	6	51,3	11,7	36,3
Rohilkund and Kumaon	*1941-42*	*67,1*	*9,1*	*8,0*	*17,1*	*51,9*	*11,1*	*63,0*	*10,2*	*90,7*
	1942-43	51,5	13,1	10,2	23,3	53,3	10,1	63,4	10,9	95,1
South Indian	*1941-42*	*366,2*	*20,0*	*8,4*	*28,4*	*135,5*	*59,2*	*194,7*	*48,3*	*147,0*
	1942-43	197,5	16,0	5,9	21,9	134,4	60,8	195,2	35,7	142,3
Total 3' 3½" gauge.	*1941-42*	*1,486,2*	*391,1*	*332,3*	*723,4*	*1,023,9*	*578,7*	*1,601,6*	*320,6*	*1,440,0*
	1942-43	1,039,3	353,9	247,9	601,8	1,097,9	601,2	1,699,1	318,6	1,481,0
2' 6" & 2' 0" GAUGES.			Total.			Total.			Total.	
Bengal and Assam	*1941-42*	*10,1*			*2,2*			*Nil*	*3*	
	1942-43	7,8			2,8			Nil	2	
Bengal Nagpur	*1941-42*	*55,7*			*65,8*			*54 3*	*90,4*	
	1942-43	52,0			65.6			75,8	103,7	
Bombay, Baroda and Central India.	*1941 42*	*5,3*			*28,8*			*1,3*	*7,7*	
	1942-43	1,6			23,0			1.2	6,7	
Great Indian Peninsula	*1941-42*	*5*			*31.4*			*Nil*	*6,5*	
	1942-43	1,4			18.5			5	5,3	
Mysore State	*1941-42*	*6,5*						*1,2*	*1,4*	
	1942-43	2,9			13.3			1,7	1.8	
North Western	*1941-42*	*16,5*			*42,0*			*72,2*	*38 3*	
	1942-43	18,1			29,7			67,9	37,4	
South Indian §	*1941-42*	*Nil*			*5,4*			*Nil*		
	1942-43	..			..			..	..	
Total 2' 6" & 2' 0" Gauges	*1941-42*	*94,6*			*188,6*			*129,0*	*145,3*	
	1942-43	83.8			152,0			147,1	155,4	
Total Class I Railways	*1941-42*	*4,308 9*			*1,553,3*			*6,755,7*	*6,532,2*	
	1942-43	3,464,6			1,222,1			6,671,0	6,718,2	

§ Lines closed for traffic on 31-10-41.

Class I Railways for the years 1941-42 and 1942-43 (In hundreds)—concld.

Service. † Other Hours. Passenger and proportion of mixed. (12)	Service. † Other Hours. Goods and proportion of mixed. (13)	Service. † Other Hours. Siding Engine Hours. (14)	Service. Total. Passenger and proportion of mixed. (Columns 3+4+10+12.) (15)	Service. Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.) (16)	Departmental Engine hours. Passenger and total mixed. (17)	Departmental Engine hours. Goods. (18)	Departmental Engine hours. Total. (Columns 17+18.) (19)	Total Engine hours. (Columns 15+16+19.) (20)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). (21)	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). (22)	Railway. (23)
											3' 3¼" Gauge—*concld.*
38,6	*52,9*	*2*	*133,0*	*222,6*	*9*	*25,3*	*26,2*	*331,3*	*57*	*45*	Jodhpur.
31,3	53,6	Nil	113,3	221,6	7	21,8	22,5	357,4	55	43	
58,9	*91,4*	*2,4*	*299,5*	*566,6*	*2,2*	*23,7*	*25,9*	*892,9*	*71*	*55*	Madras & Southern Mahratta.
47,3	95,5	1,9	255,2	596,3	23,2	24,9	48,1	899,6	65	56	
3,2	*3,2*	*1*	*121,2*	*125,9*	*2*	*4,8*	*5,0*	*252,1*	*82*	*68*	Mysore State.
3,5	3,1	Nil	103,6	124,5	7	4,7	5,4	233,5	78	67	
19,1	*16,9*	*Nil*	*92,1*	*99,5*	*8*	*23,6*	*24,4*	*216,0*	*68*	*42*	Nizam's State.
15,3	12,8	Nil	80,6	104,6	8	21,7	22,5	207,7	66	44	
14,4	*9,9*	*9*	*100,8*	*172,5*	*2,7*	*26,3*	*29,0*	*302,3*	*74*	*36*	Rohilkund and Kumaon.
0,8	10,0	1,2	86,3	179,9	5,5	24,8	30,3	296,5	70	36	
130,8	*44,2*	*4,1*	*565,3*	*398,4*	*8,6*	*63,5*	*72,1*	*1,035,8*	*67*	*44*	South Indian.
69,0	41,7	3,2	318,2	388,3	12,2	50,1	62,3	768,8	65	46	
527,5	*456,2*	*23,9*	*2,725,4*	*3,854,0*	*45,7*	*410,3*	*456,0*	*7,035,4*			Total 3' 3¼" Gauge.
414,2	479,5	20,5	2,126,0	3,928,0	109,6	382,6	492,2	6,546,2			
Total.					Total.						2'-6" & 2' 0" Gauges
5,5					*6*		*18 7*				Bengal and Assam.
8,2					*Nil*		19,0				
33,4					*14,3*		*343.9*				Bengal Nagpur.
48,8					15,9		361,8				
20,1					*1,4*		*64,6*				Bombay, Baroda and Central India.
16,6					1,4		50,5				
6,0					*2,5*		*45,9*				Great Indian Peninsula.
4,1					1,0		31,1				
2,0					*3*		*24,4*				Mysore State.
1,7					5		21,9				
35,3					3,1		*212,4*				North Western.
31,9					11,0		196,0				
2,0					*Nil*		*8,1*				South Indian.
..					..		..				
103,3					*27,2*		*688,0*				Total 2' 6" and 2' 0" Gauges.
111,3					29,8		680,3				
4,047,7					*1,481,4*		*24,679,2*				Total Class I Railways.
4,214,9					1,627,9		23,918,7				

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. PASSENGER PROPORTION			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
											Goods.		
											Main Lines.		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 +7.)	Coaching Vehicles. (Cols.3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9 +10.)	Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal and Assam.	*1941-42*	*80,359*	*2,512*	*82,871*	*2,516*	*Nil*	*2,516*	*82,875*	*2,512*	*85,387*	*46,557*	*61,673*	*75·5*
	1942-43	76,764	9,415	86,179	2,538	Nil	2,538	79,302	9,415	88,717	38,586	54,708	70·5
Bengal-Nagpur	*1941-42*	*99,525*	*7,341*	*106,866*	*1,385*	*26*	*1,411*	*100,910*	*7,367*	*108,277*	*171,430*	*243,978*	*70·3*
	1942-43	86,236	14,078	100,314	1,317	29	1,346	87,553	14,107	101,660	154,373	216,063	71·5
Bombay, Baroda and Central India.	*1941-42*	*49,059*	*20,796*	*69,855*	*6,405*	*759*	*7,164*	*55,464*	*21,555*	*77,019*	*95,452*	*133,717*	*71·4*
	1942-43	44,841	16,219	61,060	2,421	171	2,592	47,262	16,390	63,652	97,807	128,949	75·8
East Indian	*1941-42*	*262,011*	*20,690*	*282,701*	*14,517*	*417*	*14,934*	*276,528*	*21,107*	*297,635*	*466,314*	*696,705*	*66·9*
	1942-43	201,942	25,274	227,216	9,188	287	9,475	211,130	25,561	236,691	392,473	588,227	66·7
Great Indian Peninsula.	*1941-42*	*175,292*	*25,490*	*200,782*	*3,306*	*Nil*	*3,306*	*178,598*	*25,490*	*204,088*	*249,250*	*364,057*	*68·5*
	1942-43	153,032	15,366	168,398	4,089	Nil	4,089	157,121	15,366	172,487	252,971	353,127	71·6
Madras and Southern Mahratta.	*1941-42*	*55,975*	*4,118*	*60,093*	*2,422*	*41*	*2,463*	*58,397*	*4,159*	*62,556*	*81,243*	*115,745*	*70·2*
	1942-43	55,575	7,885	63,460	1,184	15	1,199	56,759	7,900	64,659	75,481	107,596	70·2
Nizam's State	*1941-42*	*12,228*	*1,258*	*13,486*	*3,983*	*66*	*4,049*	*16,211*	*1,324*	*17,535*	*27,618*	*39,764*	*69·5*
	1942-43	11,626	1,900	13,526	5,438	83	5,521	17,064	1,983	19,047	26,475	37,948	69·8
North Western	*1941-42*	*105,155*	*25,117*	*220,272*	*69,582*	*1,335*	*70 917*	*264,737*	*26,452*	*291,189*	*261,242*	*373,117*	*70·0*
	1942-43	169,300	32,989	202,289	54,562	1,172	55,734	223,862	34,161	258,023	242,775	325,252	74·6
South Indian	*1941 42*	*32,691*	*706*	*33,397*	*1,395*	*Nil*	*1,395*	*34,086*	*706*	*34,792*	*25,275*	*29,190*	*86·6*
	1942-43	24,241	653	24,894	1,041	118	1,159	25,282	771	26,053	25,279	30,810	82·1
Total 5' 6" Gauge	*1941-42*	*962,295*	*108,028*	*1,070,323*	*105,511*	*2,644*	*108,155*	*1,067,806*	*110,672*	*1,178,478*	*1,424,381*	*2,057,946*	*69·2*
	1942-43	823,557	123,779	947,336	81,778	1,875	83,653	905,335	125,654	1,030 989	1,306,220	1,842,680	70·9
3' 3½" GAUGE.													
Bengal and Assam.	*1941-42*	*59,857*	*1,715*	*61,572*	*57,578*	*2,446*	*60,024*	*117,435*	*4,161*	*121,596*	*58,051*	*86,099*	*67·4*
	1942-43	61,018	18,407	79,425	34,820	Nil	34,820	95,838	18,407	114,245	58.488	88,006	66·5
Bengal and North Western.	*1941-42*	*65.791*	*744*	*66,535*	*8,254*	*68*	*8,322*	*74,045*	*812*	*74,857*	*60,667*	*68,137*	*77·6*
	1942-43	42,279	2,008	44,287	15,133	165	15,298	57,412	2,173	59,585	50,458	65,439	77·1
Bikaner State	*1941-42*	*3,138*	*119*	*3 257*	*7,519*	*332*	*7,851*	*10,657*	*451*	*11,108*	*1,556*	†2,515	*61·9*
	1942-43	1,333	24	1,357	7,614	160	7,774	8,947	184	9,131	1,391	2,336	59·6
Bombay Baroda and Central India.	*1941-42*	*63,577*	*7,858*	*71,435*	*12,881*	*656*	*13,537*	*76,458*	*8,514*	*84 972*	*63,949*	*91,504*	*69·9*
	1942-43	45,455	6,573	52,028	9,189	551	9,740	54,644	7,124	61,768	59,766	97,552	68·3

† Separate figures are not available
‡Included in

and Electric locomotives on Class I Railways for the years 1941-42 and 1942-43 (In thousands).

The mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.													
Goods.			Goods proportion of mixed.		Total.			DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL).			Railway.
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18).	Total. (Cols. 13+16+19).	Percentage loaded of total.	Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	
15	16	17	18	19	20	21	22	23	24	25	23	27	28	29
														5'6" Gauge.
3,879	*5,811*	*66·8*	*979*	*1,429*	*51,415*	*68,913*	*74·6*	*133*	*14,513*	*14,651*	*102*	*2,152*	*2,284*	Bengal and Assam.
2,666	3,967	67·2	876	1,233	42,128	59,908	70·3	66	22,231	22,297	171	2,202	2,373	
85,085	*143,581*	*59·3*	*1,792*	*2,602*	*258,307*	*390,161*	*66·2*	*759*	*7,600*	*8,359*	*260*	*11,404*	*11,664*	Bengal-Nagpur.
79,217	133,634	59·3	695	952	234,285	350,649	66·8	709	9,868	10,577	285	10,695	10,980	
8,430	*16,098*	*52·7*	*9,903*	*12,921*	*113,340*	*162,736*	*70·0*	*87*	*2,449*	*2,536*	*1,157*	*3,648*	*4,805*	Bombay, Baroda and Central India.
11,585	19,048	60·8	3,223	4,052	112,615	152,649	74·1	112	1,669	1,781	900	3,593	4,493	
57,401	*91,483*	*62·8*	*1,979*	*2,687*	*525,694*	*790,875*	*66·5*	*3,452*	*59,159*	*62,611*	*1,773*	*22,591*	*24,364*	East Indian.
50,664	85,685	59·1	937	1,421	444,074	675,333	65·8	5,209	40,750	45,959	1,674	18,339	20,013	
54,864	*83,991*	*65·3*	*2,842*	*4,526*	*306,956*	*452,574*	*67·8*	*157*	*7,804*	*7,961*	*3,158*	*10,663*	*13,821*	Great Indian Peninsula.
52,707	82,285	64·1	969	1,668	306,647	437,080	70·2	153	7,738	7,891	2,683	10,739	13,422	
18,969	*23,021*	*82·4*	*3,929*	*4,954*	*104,141*	*143,720*	*72·5*	*451*	*3,308*	*3,759*	*339*	*3,460*	*3,799*	Madras and Southern Mahratta.
18,611	23,070	80·7	1,442	1,820	95,534	132,486	72·1	935	2,703	3,638	286	3,319	3,605	
594	*1,273*	*46·5*	*3,066*	*4,208*	*31,278*	*45,250*	*69·1*	*21*	*1,159*	*1,180*	*93*	*1,105*	*1,198*	Nizam's State.
723	1,419	51·0	2,772	3,807	29,970	43,174	69·4	10	1,387	1,397	103	1,098	1,201	
35,098	*45,907*	*76·5*	*17,413*	*22,491*	*313,753*	*441,515*	*71·1*	*569*	*8,551*	*9,120*	*2,449*	*10,805*	*13,254*	North Western.
31,167	43,602	71·5	12,271	15,583	286,213	384,407	74·5	672	7,752	8,424	1,799	9,341	11,140	
5,511	*6,545*	*84·2*	*1,359*	*1,562*	*32,145*	*37,297*	*86·2*	*12*	*2,539*	*2,551*	*13*	*1,835*	*1,848*	South Indian.
6,031	7,903	76·3	2,574	3,305	33,884	42,018	80·6	79	2,335	2,414	147	2,048	2,195	
269,881	*417,715*	*64·6*	*43,267*	*57,380*	*1,737,529*	*2,533,041*	*68·6*	*5 646*	*107,082*	*112,728*	*9,344*	*67,693*	*77,037*	Total 5' 6" Gauge.
253,371	400,613	63·2	25,759	33,811	1,585,350	2,277,104	69·6	7,945	96,433	104,378	8,048	61,374	69,422	
														3' 3½" Gauge.
6,270	*9,192*	*68·2*	*35,206*	*46,892*	*99,527*	*142,183*	*70 0*	*332*	*21,868*	*22,200*	*704*	*3,278*	*3,982*	Bengal and Assam.
4,489	6,850	65·5	14,342	20,182	77,319	115,038	67·2	220	27,443	27,663	1,310	3,569	4,879	
34,160	*44,824*	*76·1*	*2,209*	*3,317*	*97,036*	*116,335*	*76·8*	*70*	*13,744*	*13,814*	*6,223*	*3,800*	*10,023*	Bengal and North Western.
29,983	39,141	76·6	5,530	8,075	85,971	112,655	76·3	1,137	9,049	10,186	4,583	3,325	7,908	
‡	‡	‡	*8,587*	*13,069*	*10,143*	*15,534*	*65·1*	*5*	*245*	*250*	*850*	*78*	*928*	Bikaner State.
18	41	44·4	6,866	10,479	8,275	12,856	64·4	2	71	73	619	77	696	
52,523	*71,569*	*73·4*	*7,139*	*9,617*	*123,601*	*172,590*	*71·6*	*119*	*2,454*	*2,573*	*710*	*4,178*	*4,888*	Bombay, Baroda and Central India.
52,497	70,986	74·0	2,403	3,497	114,666	162,035	70·8	81	2,343	2,424	374	4,500	4,874	

for Main & Branch Lines.
main lines.

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total. (Cols. 3 + 4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Total. (Cols. 6 + 7.)	TOTAL PASSENGER AND PROPORTION OF MIXED Coaching Vehicles. (Cols. 3 + 6.)	TOTAL PASSENGER AND PROPORTION OF MIXED Other Vehicles. (Cols. 4 + 7.)	TOTAL PASSENGER AND PROPORTION OF MIXED Total. (Cols. 9 + 10.)	GOODS AND Goods. Main Lines. Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE *concld.*													
Jodhpur	*1941-42*	*10,616*	*239*	*10,855*	*12,576*	*646*	*13,222*	*23,192*	*885*	*24,077*	*28,574*	*37,872*	*75·4*
	1942-43	9,398	497	9,895	11,120	623	11,743	20,518	1,120	21,638	24,201	31,719	76·3
Madras and Southern Mahratta	*1941-42*	*49,879*	*433*	*50,312*	*6,846*	*114*	*6,960*	*56,725*	*547*	*57,272*	*45,495*	*65,804*	*69·1*
	1942-43	44,251	505	44,756	5,457	109	5,566	49,708	614	50,322	46,453	67,926	68·4
Mysore State	*1941-42*	*17,058*	*165*	*17,224*	*1,105*	*5*	*1,110*	*18,163*	*171*	*18,334*	*Nil*	*Nil*	*Nil*
	1942-43	14,722	143	14,865	1,693	12	1,705	16,415	155	16,570	Nil	Nil	Nil.
Nizam's State	*1941-42*	*14,021*	*333*	*14,354*	*488*	*14*	*502*	*14,509*	*347*	*14,856*	*16,124*	*21,081*	*76·5*
	1942-43	12,944	234	13,178	588	4	592	13,532	238	13,770	16,037	21,078	76·1
Rohilkund and Kumaon	*1941-42*	*14,151*	*232*	*14,383*	*1,563*	*15*	*1,578*	*15,714*	*247*	*15,961*	*9,983*	*16,266*	*61·4*
	1942-43	11,125	192	11,317	2,376	22	2,398	13,501	214	13,715	9,817	16,879	58·2
South Indian	*1941-42*	*89,953*	*811*	*90,764*	*2,711*	*Nil*	*2,711*	*92,664*	*811*	*93,475*	*49,620*	*66,019*	*75·1*
	1942-43	57,495	654	58,149	2,081	4	2,085	59,576	658	60,234	47,862	65,165	73·4
Total 3' 3½" Gauge	*1941-42*	*388,041*	*12,650*	*400,691*	*111,521*	*4,296*	*115,817*	*499,562*	*16,946*	*516,508*	*334,019*	*455,297*	*73·4*
	1942-43	300,020	29,237	329,257	90,071	1,650	91,721	390,091	30,887	420,978	314,473	446,100	70·5

		Total	Total	Total	Total Main and Branch Lines. Loaded.	Total.	Percentage loaded of Total.
2' 6" & 2' 0" GAUGES.							
Bengal and Assam	*1941-42*	*872*	*199*	*1,171*	*Nil*	*Nil*	*Nil*
	1942-43	717	209	926	Nil	Nil	Nil
Bengal-Nagpur	*1941-42*	*13,425*	*9,299*	*22,724*	*7,855*	*12,570*	*62·5*
	1942-43	13,540	9,243	22,783	10,522	17,391	60·5
Bombay, Baroda and Central India	*1941-42*	*553*	*2,535*	*3,088*	*90*	*140*	*64·5*
	1942-43	159	2,253	2,412	88	144	61·1
Great Indian Peninsula	*1941-42*	*84*	*3,684*	*3,768*	*Nil*	*Nil*	*Nil*
	1942-43	144	2,237	2,381	82	144	57·1
Mysore State	*1941-42*	*472*	*1,151*	*1,623*	*50*	*98*	*51·0*
	1942-43	255	1,370	1,625	43	86	50·0
North Western	*1941-42*	*2,397*	*6,360*	*8,757*	*5,052*	*9,151*	*55·2*
	1942-43	2,358	5,538	7,896	4,536	7,695	59·0
South Indian*	*1941-42*	Nil	*612*	*612*	*1*	*2*	*55·3*
	1942-43	..	..	..	..	..	..
Total 2' 6" & 2' 0" Gauges	*1941-42*	*17,903*	*23,840*	*41,743*	*13,048*	*21,961*	*59·4*
	1942-43	17,173	20,850	38,023	15,271	25,460	60·0
Total Class I Railways	*1941-42*	*1,488,917*	*247,812*	*1,736,729*	*2,179,114*	*3,138,761*	*69·4*
	1942-43	1,293,766	196,224	1,489,990	2,020,395	2,893,231	69·8

* Closed for traffic on 31-10-41.

and Electric locomotives on Class I Railways for the years 1941-42 and 1942-43. (In thousands)—concld.

The Mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24.)	Passenger and total mixed.	Goods.	Total. (Cols. 26+27.)	Railway.
Loaded. 15	Total. 16	Percentage loaded of total. 17	Loaded. 18	Total. 19	Loaded. (Cols. 12+15+18) 20	Total. (Cols. 13+16+19.) 21	Percentage loaded of total. 22	23	24	25	26	27	28	29
														3′ 3⅜″ Gauge—*concld.*
542	*937*	*57·8*	*8,817*	*11,565*	*37,933*	*50,374*	*75·3*	*66*	*1,219*	*1,285*	*1,296*	*846*	*2,142*	Jodhpur.
1,158	2,036	56·9	7,801	10,022	33,160	43,777	75·7	38	237	275	1,141	784	1,925	
13,458	*18,863*	*71·4*	*8,773*	*11,912*	*67,726*	*96,579*	*70·1*	*193*	*1,293*	*1,486*	*572*	*6,219*	*6,791*	Madras and Southern Mahratta.
14,823	21,584	68·7	6,194	8,448	67,470	97,958	68·9	689	1,485	2,174	482	6,705	7,187	
14,360	*18,121*	*82·0*	*352*	*1,109*	*15,712*	*19,230*	*81·7*	*22*	*97*	*119*	*2,680*	*1,623*	*4,303*	Mysore State.
12,649	15,540	81·4	1,394	1,708	14,043	17,248	81·4	67	49	116	2,373	1,527	3,900	
156	*265*	*58·7*	*466*	*658*	*16,746*	*22,004*	*76·1*	*82*	*1,472*	*1,554*	*553*	*1,203*	*1,756*	Nizam's State.
56	103	54·4	412	568	16,535	21,749	76·0	40	1,212	1,252	512	1,269	1,781	
1,758	*3,189*	*56·0*	*758*	*1,896*	*12,299*	*20,807*	*160·1*	*81*	*1,866*	*1,947*	*1,488*	*623*	*2,111*	Rohilkund and Kumaon.
1,433	2,504	57·2	1,067	1,868	12,317	21,251	58·0	278	2,096	2,374	1,216	585	1,801	
14,058	*18,875*	*74·5*	*1,103*	*1,410*	*64,781*	*86,304*	*75·0*	*56*	*8,283*	*8,339*	*88*	*4,464*	*4,752*	South Indian.
13,954	19,593	71·2	742	966	62,528	85,724	72·9	79	5,249	5,328	104	4,649	4,753	
137,785	*185,842*	*74·1*	*73,900*	*100,845*	*545,704*	*741,984*	*73·5*	*1,026*	*52,541*	*53,567*	*15,764*	*26,312*	*41,676*	Total 3′ 3⅜″ Gauge.
131,060	178,378	73·5	46,751	65,813	492,284	690,291	71·3	2,631	49,234	51,865	12,714	26,990	39,704	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
32	*48*		*32*	*48*	*67·8*			*35*			*67*			Bengal and Assam
86	81		36	81	43·9			Nil			3			
6,252	*8,119*		*14,107*	*20,689*	*68·2*			*2,375*			*880*			Bengal Nagpur.
5,282	6,974		15,804	24,365	64·9			2,412			1,092			
1,292	*1,940*		*1,382*	*2,080*	*66·4*			*143*			*306*			Bombay, Baroda and Central India.
975	1,537		1,063	1,681	63·2			140			267			
1,570	*2,121*		*1,570*	*2,121*	*74·0*			*355*			*19*			Great Indian Peninsula.
1,255	1,712		1,337	1,856	72·0			208			14			
612	*809*		*662*	*907*	*73 0*			*9*			*261*			Mysore State.
667	836		710	922	77·0			Nil			259			
2,969	*3,912*		*3,021*	*13,063*	*61·4*			*398*			*1,452*			North Western.
1,606	2,051		6,141	9,746	63·0			645			1,142			
215	*292*		*216*	*294*	*73·5*			*10*			*2*			South Indian.
..	..		..	..	..			..			..			
12,942	*17,241*		*25,990*	*39,202*	*66·3*			*3,325*			*2,987*			Total 2′ 6″ and 2′ 0″ Gauge
9,820	13,191		25,091	38,651	64·9			3,405			2,777			
130,109	*175,466*		*2,309,223*	*3,314,227*	*69·7*			*169,620*			*121,700*			Total Class I Railways.
82,330	112,815		2,102,725	3,006,046	69·9			159,648			111,903			

20.—*Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on* **Class I Railways** *for the years 1941-42 and 1942-43.*

NOTE:—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal and Assam	*13·6*	11·6	*8·68*	6·76	*13·2*	11·2	*9·75*	8·35	*7·04*	6·17	*9·37*	8·07
Bengal Nagpur	*13·9*	13·0	*11·9*	11·5	*13·1*	12·4	*11·9*	11·4	*10·7*	10·4	*11·5*	11·0
Bombay, Baroda and Central India	*12·1*	12·2	*10·1*	10·5	*11·8*	11·9	*11·4*	11·6	*9·98*	10·4	*11·2*	11·4
East Indian	*10·3*	10·1	*8·30*	8·73	*10·1*	10·0	*9·35*	9·12	*7·40*	7·63	*8·95*	8·81
Great Indian Peninsula — Steam	*15·1*	14·6	*12·7*	12·6	*14·4*	14·1	*13·2*	13·2	*11·1*	11·5	*12·6*	12·8
Great Indian Peninsula — Electric	*17·2*	15·3	..	..	*17·2*	15·3	*14·9*	14·0	..	..	*14·9*	14·0
Madras and Southern Mahratta	*13·2*	12·5	*12·2*	11·1	*13·0*	12·2	*11·1*	10·9	*9·72*	9·19	*10·8*	10·4
Nizam's State	*13·2*	12·9	*12·0*	13·0	*13·1*	12·9	*11·6*	11·5	*11·9*	12·4	*11·6*	11·5
North Western	*12·8*	11·8	..	..	*12·8*	11·8	*10·1*	9·45	*9·72*	9·86	*10·0*	9·54
South Indian	..	..	..	..	..	..	*10·6*	10·5	*10·7*	11·1	*10·6*	10·7
Average for 5′ 6″ gauge — Steam	*	*	*	*	*	*	*10·8*	10·5	*10·0*	10·1	*10·6*	10·4
Average for 5′ 6″ gauge — Electric	*17·2*	15·3	..	..	*17·2*	15·3	*14·9*	14·0	..	..	*14·9*	14·0
3′ 3¼″ GAUGE.												
Bengal and Assam	*15·1*	11·4	*11·4*	8·52	*14·3*	10·7	*12·0*	10·1	*10·5*	8·80	*11·7*	9·84
Bengal and North Western	*10·6*	9·98	*10·5*	5·53	*10·5*	7·52	*9·21*	9·07	*8·90*	7·86	*9·07*	8·47
Bikaner State	..	..	..	..	..	..	*	11·5	*	11·0	*13·8*	11·5
Bombay Baroda and Central India	*11·1*	11·3	*12·0*	12·0	*11·4*	11·6	*10·6*	10·8	*10·1*	10·7	*10·3*	10·8
Jodhpur	*13·7*	11·1	*13·6*	9·13	*13·6*	10·0	*8·90*	8·38	*12·9*	8·20	*9·08*	8·36
Madras and Southern Mahratta	*11·4*	11·2	*11·2*	10·9	*11·4*	11·1	*10·4*	10·3	*10·3*	10·3	*10·4*	10·3
Mysore State	..	..	..	..	..	..	*6·29*	6·31	††	††	*6·29*	6·31
Nizam's State	*13·0*	12·2	*10·0*	11·3	*12·9*	12·2	*10·8*	10·5	*9·48*	8·03	*10·8*	10·5
Rohilkund and Kumaon	*9·84*	9·16	*Nil*	Nil	*9·84*	9·16	*8·78*	8·96	*9·74*	9·25	*8·95*	8·86
South Indian †	..	..	..	..	..	..	*11·4*	11·4	*10·7*	11·1	*11·2*	11·3
Average for 3′ 3¼″ gauge	*	*	*	*	*	*	*11·6*	11·1*	*9·21*	9·00	*10·7*	10·3

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1941-42.	1942-43.
Bengal and Assam	*Nil*	Nil
Bengal Nagpur	*8·78*	8·60
Bombay, Baroda and Central India	*8·44*	10·7
Great Indian Peninsula	*Nil*	12·8
Mysore State	*1·52*	4·78
North Western	*9·00*	8·19
South Indian‡	*12·0*	‡
Average for 2′ 6″ and 2′ 0″ gauges	*9·15*	8·55

* Information not available.
† Includes figures for Electric services.
†† Included in main line.
‡ Line closed for traffic from 31-10-41.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1941-42 and 1942-43.*

NOTE:—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1941-42*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal and Assam	*7·19*	10·6	*0·75*	2·16	*0·75*	2·19	*57·7*	64·5	*5·94*	7·49	*7·57*	8·99
Bengal Nagpur	*5·29*	7·14	*0·99*	2·01	*1·43*	2·55	*40·1*	45·5	*9·57*	10·7	*11·5*	13·2
Bombay, Baroda and Central India	*5·29*	6·28	*5·51*	3·88	*5·67*	3·95	*33·1*	35·3	*4·01*	5·21	*4·16*	5·42
East Indian	*5·18*	6·51	*3·02*	7·45	*3·66*	8·61	*32·5*	37·1	*8·34*	9·74	*9·20*	10·5
Great Indian Peninsula	*4·70*	6·96	*1·67*	1·74	*2·84*	2·75	*28·8*	28·0	*5·50*	6·21	*7·15*	7·58
Madras and Southern Mahratta	*4·83*	5·47	*4·12*	4·96	*4·68*	5·21	*29·4*	31·5	*11·3*	12·5	*11·5*	12·9
Nizam's State	*8·65*	9·33	*6·07*	5·15	*6·63*	6·08	*28·2*	33·6	*13·5*	12·6	*14·4*	13·9
North Western	*7·70*	8·87	*1·45*	1·51	*1·91*	1·83	*30·9*	39·8	*5·91*	8·69	*7·09*	9·98
South Indian	*3·19*	4·06	*0·73*	1·03	*1·13*	1·54	*34·0*	33·8	*7·98*	9·21	*9·51*	10·7
Average for 5′ 6″ gauge	*5·82*	7·50	*2·20*	3·44	*2·77*	4·06	*33·4*	37·2	*7·46*	8·79	*8·68*	10·9
3′ 3½″ GAUGE.												
Bengal and Assam	*7·78*	11·1	*1·40*	2·23	*1·52*	2·52	*36·2*	50·0	*4·06*	6·34	*4·81*	7·53
Bengal and North Western	*3·81*	5·68	*1·01*	1·95	*1·96*	3·08	*54·6*	53·7	*2·76*	3·32	*4·07*	4·69
Bikaner State	*11·5*	8·68	*3·70*	0·62	*4·02*	1·72	*11·7*	15·5	*3·78*	1·35	*4·09*	4·05
Bombay, Baroda and Central India	*5·29*	7·47	*0·66*	1·27	*1·23*	1·46	*27·4*	28·2	*1·60*	1·56	*2·82*	2·16
Jodhpur	*7·71*	10·2	*1·31*	1·13	*1·99*	2·00	*24·3*	29·6	*4·39*	4·41	*4·97*	5·08
Madras and Southern Mahratta	*3·17*	4·47	*0·88*	1·20	*0·93*	1·37	*21·6*	20·1	*6·37*	5·48	*7·49*	6·69
Mysore State	*11·3*	12·2	*0·37*	0·33	*1·30*	2·12	*28·8*	27·0	*1·62*	1·48	*1·78*	1·61
Nizam's State	*4·16*	5·84	*2·43*	2·22	*2·48*	2·27	*27·5*	30·0	*5·82*	7·05	*6·06*	7·27
Rohilkund and Kumaon	*4·04*	5·63	*1·71*	1·55	*2·69*	2·34	*62·8*	67·6	*1·91*	2·70	*2·35*	3·10
South Indian	*3·51*	4·79	*0·75*	0·62	*0·94*	0·73	*32·3*	31·3	*2·11*	2·11	*2·20*	2·20
Average for 3′ 3½″ gauge	*5·04*	7·35	*1·03*	1·44	*1·42*	1·91	*33·9*	36·0	*3·30*	3·77	*4·14*	4·66

† Other engine miles per 100 train miles.

Year.	*1941-42.*	1942-43.
2′ 6″ AND 2′ 0″ GAUGES.		
Bengal and Assam	*1·72*	7·36
Bengal Nagpur	*25·2*	32·0
Bombay, Baroda and Central India	*14·0*	17·8
Great Indian Peninsula	*7·63*	10·4
Mysore State	*10·8*	12·3
North Western	*29·4*	31·8
South Indian ‡	*5·73*	..
Average for 2′ 6″ and 2′ 0″ gauges	*22·2*	27·9

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.
‡ Lines closed for traffic on 31-10-1941.

22.—*Statement of Engine Usage on Class I*

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal and Assam	*1941-42*	*312*	*292*	*55*	*237*	*6*	*Nil*	*100*	*6*	*54*
	1942-43	312	290	50	240	1	Nil	102	6	49
Bengal Nagpur	*1941-42*	*739*	*626*	*92*	*534*	*4*	*Nil*	*92*	*7*	*259*
	1942-43	739	620	87	533	1	Nil	85	7	268
Bombay, Baroda and Central India.	*1941-42*	*371*	****359*	*** 77*	*282*	*1*	*Nil*	*58*	*25*	*96*
	1942-43	371	‡358	91	265	Nil	Nil	41	12	100
East Indian	*1941-42*	*1,624*	***1,610*	*197*	*1,413*	*10*	*Nil*	*305*	*37*	*531*
	1942-43	1,613	‡‡1,598	214	1,384	14	Nil	263	27	506
Great Indian Peninsula. Steam	*1941-42*	**656*	**678*	*135*	**543*	*8*	*Nil*	*129*	*10*	*224*
	1942-43	††654	††694	146	††548	2	Nil	89	12	245
Great Indian Peninsula. † Electric	*1941-42*	*66*	*66*	*12*	*54*	*Nil*	*Nil*	*19*	*Nil*	*21*
	1942-43	66	66	13	53	Nil	Nil	20	Nil	24
Madras and Southern Mahratta.	*1941-42*	*297*	*295*	*46*	*‖249*	*11*	*2*	*79*	*10*	*76*
	1942-43	297	296	52	244	6	1	74	7	80
Nizam's State	*1941-42*	*85*	*83*	*12*	*71*	*‖6*	*‖2*	*13*	*8*	*26*
	1942-43	85	83	10	73	7	3	13	8	26
North Western	*1941-42*	*1,144*	*1,126*	*224*	*902*	*19*	*2*	*196*	*99*	*296*
	1942-43	1,168	1,157	190	967	81	1	168	87	314
South Indian	*1941-42*	*152*	*§149*	*18*	*131*	*9*	*Nil*	*54*	*4*	*35*
	1942-43	152	§145	20	125	3	Nil	34	5	41
Total 5′ 6″ Gauge Steam	*1941-42*	*5,380*	*5,218*	*856*	*114,362*	..	..	*1,026*	*206*	*1,597*
	1942-43	5,391	5,241	860	4,379	..	..	869	171	1,629
Total 5′ 6″ Gauge † Electric	*1941-42*	*66*	*66*	*12*	*54*	..	..	*19*	*Nil*	*21*
	1942-43	66	66	13	53	..	..	20	Nil	24
3′ 3⅜″ Gauge.										
Bengal and Assam	*1941-42*	*427*	*425*	*46*	*375*	*38*	*7*	*63*	*103*	*61*
	1942-43	427	451	58	393	9	Nil	84	71	86
Bengal and North Western	*1941-42*	*364*	*356*	*26*	*329*	*14*	*1*	*114*	*22*	*90*
	1942-43	364	346	33	313	20	1	55	47	80
Bikaner State	*1941-42*	*57*	*57*	*11*	*46*	*3*	*Nil*	*3*	*24*	*3*
	1942-43	56	56	12	42	5	Nil	1	22	2
Bombay, Baroda and Central India.	*1941-42*	*490*	*457*	*105*	*352*	*55*	*4*	*92*	*26*	*118*
	1942-43	490	396	73	323	7	Nil	60	18	122

‘This includes 7 engines exclusively used by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‖Includes one engine employed in workshop shunting.
* Includes engines taken on loan from other Railways.
** Includes one Diesel Electric & 2 Battery Locomotives.
§Includes one Diesel Electric, 2 Battery Locomotives and two average number of engines lent to foreign Railways and other Departments.
‖ Revised figure.
‡‡ Includes engines taken on loan from Foreign Railways and excludes those on loan to Foreign Railways.

Railways for the years 1941-42 and 1942-43.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE
12	*49*	*221*	*13*	*240*	*152*	*126*	*95*	*121*	*93*	*8,917*	*13,043*	*10·9*	B. & A.
16	51	224	16	238	138	121	92	116	90	7,445	11,288	11·8	
26	*91*	*475*	*57*	*505*	*(a)191*	*(a)138*	*122*	*(a)133*	*(a)102*	*23,039*	*32,543*	*(a)13·1*	B. N.
27	92	479	53	503	(a)172	(a)90	111	(a)124	(a)96	21,801	30,173	(a)13·4	
16	*53*	*248*	*34*	*277*	*169*	*108*	*100*	*108*	*74*	*15,878*	*25,048*	*9·12*	B., B. & C. I.
15	57	225	40	268	184	87	105	107	67	16,048	25,537	9·16	
82	*292*	*1,247*	*162*	*1,315*	*153*	*108*	*91*	*102*	*79*	*18,858*	*26,625*	*9·69*	E. I.
103	289	1,188	192	1,245	134	92	82	90	67	17,445	25,697	8·88	
**32*	*106*	**501*	*40*	*‖537*	*209*	*119*	*129*	*138*	*102*	*¶21,745*	*¶31,648*	*11·7*	G.I.P. Steam.
††43	122	††511	37	546	228	96	126	133	98	¶21,623	¶31,885	12·5	
2	*5*	*47*	*7*	*50*	*240*	*Nil*	*161*	*187*	*133*	*¶37,265*	*¶55,401*	*12·5*	G.I.P. Elec. †
2	2	48	5	49	214	Nil	152	179	130	¶36,386	¶53,440	12·4	
16	*31*	*212*	*‖31*	*229*	*150*	*127*	*119*	*124*	*89*	*21,832*	*32,246*	*‖10·7*	M. & S. M.
16	32	209	31	220	142	92	111	120	85	22,761	33,277	10·9	
7	*8*	*62*	*‖5*	*72*	*166*	*136*	*114*	*122*	*91*	*‖20,586*	*‖33,096*	*11·5*	N. S.
9	8	64	5	70	154	157	112	119	92	22,118	35,239	11·9	
38	*151*	*775*	*116*	*827*	*166*	*182*	*98*	*121*	*83*	*14,125*	*22,012*	*10·0*	N. W.
38	182	789	151	848	164	153	86	106	72	14,449	22,731	9·22	
8	*7*	*108*	*20*	*119*	*143*	*133*	*111*	*125*	*91*	*13,573*	*21,261*	*9·41*	S. I.
9	9	98	27	115	144	111	114	121	81	12,084	20,202	9·54	
232	*788*	*3,849*	*‖478*	..	*166*	*148*	*105*	*118*	*87*	*‖18,379*	*‖26,960*		Total 5′ 6″ Gauge. Steam.
276	842	3,787	552	..	158	128	99	109	79	17,749	26,530		
2	*5*	*47*	*7*	..	*240*	*Nil*	*161*	*187*	*133*	*37,265*	*55,401*		Elec.†
2	2	48	5	..	214	Nil	152	179	130	36,386	53,440		
													3′ 3½″ GAUGE.
21	*58*	*306*	*48*	*341*	*135*	*121*	*112*	*114*	*82*	*7,104*	*11,139*	*9·65*	B. & A.
29	70	340	49	373	107	98	100	97	73	4,227	6,511	10·3	
32	*43*	*301*	*25*	*323*	*123*	*100*	*103*	*108*	*96*	*9,052*	*13,350*	*10·7*	B. & N. W.
27	39	248	63	284	118	86	109	103	77	7,570	12,378	9·96	
Nil	*6*	*36*	*9*	*45*	*173*	*120*	*68*	*110*	*69*	*4,614*	*7,223*	*9·23*	Bk. S.
Nil	5	30	10	39	204	108	112	104	57	4,924	8,754	8·32	
18	*52*	*306*	*33*	*329*	*126*	*111*	*97*	*101*	*68*	*8,895*	*14,408*	*9·37*	B., B. & C. I.
18	51	269	50	297	120	103	95	96	71	8,769	14,251	8·81	

¶ Locomotive days of Shunting engines are charged wholly to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

(a) Inclusive of miles and hours of B. N. Railway Engines working M. & S. M. Railway trains.

††Includes 7 engines exclusively used by mechanical department and 2 engines (averag for the year) utilised by the military operating unit under training.

22.—Statement of Engine Usage on Class I

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—*concld.*										
Jodhpur	*1941-42*	*103*	*102*	*9*	*93*	*Nil*	*Nil*	*15*	*28*	*22*
	1942-43	105	94	8	86	Nil	Nil	11	23	23
Madras and Southern Mahratta.	*1941-42*	*305*	*317*	*38*	*†279*	*25*	*5*	*75*	*24*	*95*
	1942-43	305	290	37	253	24	5	54	20	92
Mysore State	*1941-42*	*78*	*87*	*19*	*68*	*Nil*	*Nil*	*32*	*3*	*20*
	1942-43	78	86	16	70	Nil	Nil	24	6	20
Nizam's State	*1941-42*	*87*	*74*	*8*	*66*	*†17*	*†7*	*21*	*2*	*14*
	1942-43	87	70	7	63	13	9	16	3	15
Rohilkund and Kumaon	*1941-42*	*75*	*82*	*6*	*76*	*Nil*	*Nil*	*25*	*6*	*15*
	1942-43	75	78	7	71	Nil	Nil	18	9	17
South Indian	*1941-42*	*401*	*‡367*	*47*	*320*	*16*	*3*	*152*	*11*	*68*
	1942-43	401	‡338	37	301	52	5	87	10	71
Total 3′ 3½″ Gauge	*1941-42*	*2,387*	*2,324*	*315*	*†2,004*	..	..	*592*	*249*	*506*
	1942-43	2,388	2,205	288	1,915	..	..	410	229	528
2′ 6″ and 2′ 0″ Gauges.										
Bengal and Assam	*1941-42*	*9*	*9*	*2*	*7*	*1*	*Nil*	*5*	*1*	*Nil*
	1942-43	9	9	2	7	1	Nil	5	1	Nil
Bengal Nagpur	*1941-42*	*116*	*110*	*18*	*92*	*5*	*Nil*	*21*	*21*	*16*
	1942-43	116	109	17	92	3	Nil	21	19	25
Bombay, Baroda and Central India.	*1941-42*	*28*	*27*	*5*	*22*	*Nil*	*Nil*	*2*	*12*	*1*
	1942-43	(a)21	24	6	18	Nil	Nil	1	10	1
Great Indian Peninsula	*1941-42*	*22*	*18*	*4*	*14*	*3*	*Nil*	*Nil*	*10*	*Nil*
	1942-43	22	18	5	13	2	Nil	1	7	Nil
Mysore State	*1941-42*	*18*	*18*	*7*	*11*	*Nil*	*Nil*	*2*	*5*	*1*
	1942-43	18	18	7	11	Nil	Nil	1	5	1
North Western	*1941-42*	*100*	*100*	*17*	*83*	*13*	*3*	*5*	*17*	*27*
	1942-43	100	100	18	82	13	5	6	12	24
South Indian	*1941-42*	*11*	*7*	*2*	*5*	*3*	*2*	*Nil*	*3*	..
	1942-43	..	..	..	..	..	..	..	..	..
Total 2′ 6″ and 2′ 0″ Gauges	*1941-42*	*304*	*289*	*55*	*234*	..	..	*35*	*69*	*45*
	1942-43	286	278	55	223	..	..	35	54	51

‡ Includes 2 Engines employed in workshop Shunting.
§ Closed for Traffic on 31-10-41.
(a) Excluding Broach-Jambusar railway engines.
† Revised figures.

Railways for the years 1941-42 and 1942-43—concld.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3'3½" GAUGE —*concld.*
4	*11*	*80*	*13*	*91*	*117*	*123*	*95*	*104*	*82*	*11,300*	*15,097*	*11·2*	Jodhpur.
4	12	73	13	87	112	127	84	97	76	10,140	13,984	11·4	
9	*28*	*231*	†34	*251*	*134*	*110*	*94*	*107*	*78*	*7,135*	*9,827*	†*8·76*	M. & S. M.
13	29	208	34	233	147	101	109	114	82	8,203	11,578	9·74	
2	*6*	*63*	*5*	*65*	*131*	*135*	*113*	*126*	*91*	*7,468*	*10,921*	*10·2*	Mysore State.
2	8	60	10	60	132	101	102	113	79	7,603	11,598	9·14	
4	*8*	*49*	†4	*56*	*162*	*112*	*116*	*125*	*82*	†*8,887*	†*16,308*	*8·96*	N. S.
8	4	46	6	51	168	100	116	123	81	9,811	17,575	9·03	
3	*14*	*63*	*13*	*66*	*136*	*104*	*123*	*120*	*93*	*6,781*	*10,044*	*10·9*	R. & K.
14	3	61	10	66	130	85	109	112	88	7,319	10,090	11·4	
18	*17*	*266*	*48*	*290*	*123*	*89*	*104*	*113*	*82*	*8,055*	*13,238*	*8·88*	S. I.
16	18	202	67	247	114	69	100	102	61	7,043	13,458	6·99	
111	*243*	*1,701*	†232	..	*129*	†*115*	†*102*	*109*	*81*	†*8,106*	†*12,382*		TOTAL 3'3½" GAUGE.
131	239	1,537	312	..	123	99	102	103	73	7,281	11,572		
													2' 6" & 2' 9" GAUGES.
Nil	*Nil*	*6*	*1*	*7*	*59*	*69*	*Nil*	*61*	*39*	*338*	*976*	*6·99*	B. & A.
Nil	Nil	6	1	7	51	69	Nil	55	33	422	695	7·51	
4	*10*	*72*	*17*	*80*	*101*	*100*	*96*	*98*	*64*	*2,674*	*4,536*	*9·39*	B. N.
4	10	79	12	87	94	101	90	98	71	2,969	4,492	10·8	
Nil	*Nil*	*15*	*7*	*19*	*91*	*78*	*88*	*80*	*46*	*1,523*	*2,792*	*8·04*	B. B. & C. I.
Nil	Nil	12	6	19	52	76	92	80	38	1,257	2,765	7·69	
1	*1*	*12*	*2*	*14*	*Nil*	*114*	*Nil*	*106*	*71*	*1,472*	*2,650*	*8·98*	G. I. P.
Nil	1	9	3	13	55	100	Nil	93	47	1,923	3,846	6·55	
Nil	*Nil*	*8*	*3*	*8*	*137*	*79*	*58*	*92*	*41*	*1,127*	*2,702*	*6·08*	Mysore State.
Nil	Nil	7	5	7	151	78	66	87	34	1,207	3,547	5·45	
2	*6*	*57*	*20*	*69*	*104*	*89*	*79*	*84*	*48*	*1,306*	*2,471*	*7·02*	N. W.
2	6	50	23	68	86	95	75	82	41	1,036	2,206	6·57	
..	*Nil*	*3*	*2*	*5*	*Nil*	*103*	*56*	*92*	*40*	*1,325*	*3,426*	*4·08*	S. I.
..	..	..	..	..	..	..	..	..	..	..	..	..	
7	*17*	*173*	*52*	..	*97*	*93*	*85*	*91*	*54*	*1,821*	*3,325*		TOTAL 2" 6" AND 2' 0" GAUGES.
6	17	163	50	..	86	92	82	89	52	1,869	3,461		

23.—*Statement of Loads of Trains of Class I Railways for the years 1941-42 and 1942-43.*

Note.— The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal and Asam	*1941-42*	*15*	*363*	*31*	*41*	*75·5*	*22*	*34*	*66·8*	*261*	*731*	*643*
	1942-43	17	415	29	42	70·5	19	28	67·2	239	706	621
Bengal Nagpur	*1941-42*	*17*	*428*	*29*	*41*	*70·3*	*25*	*41*	*59·3*	*431*	*923*	*817*
	1942-43	20	476	29	41	71·5	23	40	59·3	449	947	834
Bombay, Baroda and Central India.	*1941-42*	*21*	*470*	*35*	*49*	*71·4*	*21*	*39*	*53·8*	*387*	*954*	*860*
	1942-43	23	523	35	46	76·1	21	35	60·0	416	969	874
East Indian	*1941-42*	*17*	*410*	*36*	*53*	*66·9*	*22*	*34*	*62·9*	*484*	*1,072*	*967*
	1942-43	19	457	35	53	66·7	21	36	59·2	529	1,121	1,015
Great Indian Peninsula — Steam	*1941-42*	*18*	*462*	*30*	*45*	*67·7*	*22*	*34*	*65·3*	*393*	*921*	*804*
	1942-43	20	520	29	41	70·7	21	33	64·1	415	913	794
Great Indian Peninsula — Electric	*1941-42*	*21*	*551*	*35*	*48*	*73·6*	*Nil*	*Nil*	*Nil*	*450*	*1,060*	*920*
	1942-43	22	600	32	41	78·4	Nil	Nil	Nil	446	987	846
Madras and Southern Mahratta.	*1941-42*	*15*	*422*	*38*	*54*	*70·2*	*30*	*37*	*82·4*	*419*	*1,009*	*886*
	1942-43	17	461	37	53	70·2	28	34	80·7	475	1,072	949
Nizam's State	*1941-42*	*19*	*490*	*33*	*47*	*69·5*	*17*	*37*	*46·6*	*§410*	*§948*	*§818*
	1942-43	20	506	32	46	69·8	19	37	51·0	451	988	857
North Western	*1941-42*	*20*	*411*	*35*	*50*	*70·0*	*21*	*28*	*76·5*	*330*	*777*	*681*
	1942-43	21	437	37	50	74·6	18	25	71·5	425	868	772
South Indian	*1941-42*	*12*	*396*	*30*	*35*	*86·6*	*25*	*29*	*84·2*	*300*	*721*	*629*
	1942-43	15	358	26	32	82·0	22	29	76·3	288	704	611
Average for 5′ 6″ gauge — Steam	*1941-42*	*17*	*418*	*33*	*48*	*69·1*	*23*	*36*	*64·6*	*409*	*943*	*829*
	1942-43	20	463	33	47	70·7	22	34	63·2	448	976	860
Average for 5′ 6″ gauge — Electric	*1941-42*	*21*	*551*	*35*	*48*	*73·6*	*Nil*	*Nil*	*Nil*	*450*	*1,060*	*920*
	1942-43	22	600	32	41	78·4	Nil	Nil	Nil	446	987	846
2′ 3½″ Gauge.												
Bengal and Assam	*1941-42*	*22*	*286*	*31*	*46*	*67·4*	*15*	*22*	*68·2*	*149*	*398*	*341*
	1942-43	24	331	25	38	66·5	11	16	65·5	110	342	280
Bengal and North Western.	*1941-42*	*13*	*190*	*35*	*45*	*77·7*	*23*	*30*	*76·6*	*194*	*431*	*380*
	1942-43	20	250	34	44	77·2	23	31	74·2	184	411	350
Bikaner State	*1941-42*	*18*	*266*	*22*	*36*	*61·1*	†	†	†	90	*280*	*203*
	1942-43	19	305	15	21	59·6	6	15	44·4	108	299	225
Bombay, Baroda and Central India.	*1941-42*	*18*	*240*	*31*	*44*	*70·5*	*29*	*39*	*74·4*	*209*	*468*	*415*
	1942-43	20	272	28	41	68·3	28	38	73·7	211	465	411

†Figures for Branch lines are included under "Main lines."
§Revised figures.

23.—*Statement of Loads of Trains of Class I Railways for the years 1941-42 and 1942-43*—concld.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3½″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Jodhpur	*1941-42*	*17*	*272*	*43*	*57*	*75·4*	*12*	*21*	*57·1*	*206*	*461*	*410*
	1942-43	23	311	41	54	75·9	17	29	58·6	216	472	421
Madras and Southern Mahratta.	*1941-42*	*15*	*214*	*22*	*32*	*69·1*	*17*	*24*	*71·4*	*139*	*374*	*311*
	1942-43	16	233	20	30	68·4	15	22	68·7	147	379	314
Mysore State	*1941-42*	*12*	*213*	*19*	*23*	*81·7*	*	*	*	*116*	*343*	*269*
	1942-43	13	235	18	22	81·4	*	*	*	135	360	281
Nizam's State	*1941-42*	*12*	*204*	*31*	*41*	*76·5*	*13*	*22*	*58·7*	§*214*	§*515*	§*441*
	1942-43	14	227	29	38	76·1	11	21	54·4	234	524	453
Rohilkund & Kumaon	*1941-42*	*12*	*169*	*20*	*32*	*62·5*	*15*	*26*	*57·7*	*153*	*347*	*303*
	1942-43	13	199	19	32	59·4	14	24	58·3	173	384	333
South Indian	*1941-42*	*14*	*180*	*32*	*43*	*76·2*	*22*	*30*	*74·5*	*180*	*461*	*399*
	1942-43	16	214	31	43	73·4	21	29	71·2	191	473	410
Average for 3′ 3½″ gauge.	*1941-42*	*15*	*220*	*28*	*38*	*73·4*	*26*	*35*	*74·1*	*172*	*421*	*361*
	1942-43	18	261	26	37	70·5	24	33	73·5	169	413	352
2′ 6″ and 2′ 0″ Gauges.												
Bengal and Assam	*1941-42*									*14*	*61*	*49*
	1942-43									10	55	43
Bengal Nagpur	*1941-42*									*67*	*209*	*161*
	1942-43									70	216	166
Bombay, Baroda and Central India.	*1941-42*									*43*	*118*	*92*
	1942-43									47	125	99
Great Indian Peninsula	*1941-42*									*33*	*130*	*84*
	1942-43									52	161	113
Mysore State	*1941-42*									*34*	*124*	*82*
	1942-43									52	157	107
North Western	*1941-42*									*40*	*157*	*108*
	1942-43									39	153	104
South Indian	*1941-42*									*36*	*124*	*86*
	1942-43									†	†	†
Average for 2′ 6″ and 2′ 0″ gauges.	*1941-42*									*50*	*173*	*125*
	1942 43									56	185	135

* Figures for Branch lines are included under "Main lines".
† Line closed for traffic from 31st October, 194 .
§Revised figures.

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1941-42 and 1942-43.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 6″ GAUGE.																		
Bengal and Assam	*1941-42*	*735*	*424*	*704*	*1,378*	*336*	*363*	*130*	*7,976*	*8,501*	*8,665*	*6,783*	*19·7*	*12·5*	*9·05*	*8·82*	*27·7*	*153*
	1942-43	738	433	706	1,381	337	364	124	7,971	8,568	8,732	7,584	20·9	16·1	10·4	8·68	21·3	132
Bengal Nagpur	*1941-42*	*795*	*409*	*814*	*1,606*	*247*	*341*	*142*	*22,877*	*22,998*	*24,742*	*22,234*	*20·9*	*18·9*	*13·0*	*16·0*	*47·7*	*509*
	1942-43	797	396	804	1,586	246	341	125	22,814	23,132	24,891	22,513	21·3	20·0	14·1	16·7	42·3	477
Bombay, Baroda and Central India.	*1941-42*	*579*	*322*	*591*	*1,163*	*235*	*258*	*107*	*9,695*	*9,797*	*10,057*	*8,273*	*19·0*	*13·8*	*10·1*	*12·4*	*53·2*	*468*
	1942-43	579	322	559	1,099	236	259	95	9,695	9,796	10,056	6,136	21·5	13·9	10·4	13·0	66·5	653
East Indian	*1941-42*	*2,053*	*1,014*	*2,420*	*4,541*	*610*	*772*	*143*	*50,319*	*49,928*	*50,465*	*43,201*	*20·7*	*14·9*	*8·58*	*14·7*	*44·6*	*440*
	1942-43	2,063	1,014	2,416	4,536	608	765	109	50,537	49,721	50,258	46,752	21·1	16·6	10·5	16·2	39·3	422
Great Indian Peninsula.	*1941-42*	*1,046*	*681*	*1,047*	*2,117*	*486*	*582*	*175*	*16,760*	*17,182*	*18,542*	*21,310*	*20·2*	*16·8*	*14·6*	*14·9*	*57·6*	*553*
	1942-43	1,051	673	1,064	2,149	472	555	159	16,758	16,855	18,221	20,504	21·0	17·0	15·5	15·5	57·3	631
Madras and Southern Mahratta	*1941-42*	*553*	*296*	*538*	*1,048*	*206*	*222*	*124*	*5,807*	*6,037*	*6,123*	*6,230*	*19·9*	*13·3*	*6·84*	*12·2*	*62·3*	*558*
	1942-43	544	296	544	1,067	208	224	120	5,807	6,048	6,134	6,365	20·6	15·5	8·06	14·1	55·9	579
Nizam's State	*1941-42*	*123*	*65*	*117*	*215*	*51*	*54*	*165*	*2,073*	*2,240*	*2,240*	*2,404*	*20·3*	*16·2*	*10·6*	†*14·1*	*51·0*	†*504*
	1942-43	119	64	120	222	48	51	171	2,074	2,236	2,236	2,440	20·2	17·0	11·0	15·6	47·7	524
North Western	*1941-42*	*2,210*	*1,259*	*2,157*	*4,220*	*861*	*931*	*141*	*27,842*	*28,880*	*29,843*	*28,280*	*20·0*	*14·4*	*8·20*	*11·0*	*41·7*	*333*
	1942-43	2,192	1,248	2,176	4,244	864	930	119	27,575	28,609	29,506	29,911	18·5	16·5	9·57	13·7	34·1	358
South Indian	*1941-42*	*321*	*122*	*312*	*630*	*100*	*116*	*125*	*2,298*	*2,311*	*2,323*	*2,368*	*21·7*	*14·7*	*10·7*	*10·7*	*43·0*	*397*
	1942-43	315	128	310	626	112	129	92	2,326	2,378	2,390	2,333	20·4	14·6	9·44	11·5	48·5	459
Total 5′ 6″ Gauge and average.	*1941-42*	*8,415*	*4,592*	*8,700*	*16,918*	*3,132*	*3,639*	*141*	*145,647*	*147,874*	*153,000*	*146,083*				*13·5*	*47·0*	*441*
	1942-43	8,398	4,574	8,699	16,910	3,131	3,618	121	145,557	147,343	152,424	144,631				15·0	42.5	451
3′ 3¼″ GAUGE.																		
Bengal and Assam	*1941-42*	*1,356*	*723*	*1,377*	*2,635*	*476*	*499*	*103*	*10,524*	*10,558*	*12,840*	*11,294*	*9·98*	*8·40*	*5·91*	*6·21*	*34·1*	*150*
	1947 43	1,355	723	1,377	2,636	462	484	84	10,527	9,652	11,505	13,163	10·5	9·66	6·88	5·14	22·9	83
Bengal and North Western.	*1941 42*	*1,145*	*350*	*1,220*	*1,805*	*86*	*88*	*107*	*10,783*	*12,082*	*12,063*	*11,733*	*10·8*	*8·09*	*4·90*	*6·83*	*28·2*	*155*
	1942-43	1,135	360	1,196	1,781	86	88	84	9,802	10,942	11,085	11,652	10·5	9·94	5·35	6·87	25·0	139
Bikaner State	*1941-42*	*143*	*56*	*143*	*236*	*55*	*58*	*104*	*1,194*	*1,194*	*1,425*	*1,312*	‡	‡	‡	‡	*33·0*	*128*
	1942-43	140	56	140	230	56	59	97	1,267	1,192	1,423	1,382	11·3	11·7	6·75	6·95	25·5	114
Bombay, Baroda & Central India.	*1941-42*	*1,413*	*255*	*1,173*	*2,150*	*186*	*225*	*88*	*8,694*	*8,537*	*9,833*	*10,373*	*9·44*	*9·37*	*6·67*	*7·32*	*44·9*	*230*
	1942-43	1,349	350	967	1,886	172	207	72	8,522	7,499	8,656	7,136	9·62	9·61	6·84	7·70	60·9	239

*Does not include electric multiple unit suburban service stock.
†Revised figures.
‡Figures are not available

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1941-42 and 1942-43—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) in terms of 4-wheelers.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.												
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.			In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light Merchandise.	All Traffic.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3½" GAUGE—*concld.*																		
Jodhpur	*1941-42*	*279*	*106*	*279*	*483*	*36*	*44*	*120*	*2,739*	*2,579*	*2,810*	*2,657*	*11·1*	*8·44*	*4·83*	*6·63*	*49·4*	*259*
	1942-43	277	111	275	479	37	45	107	2,765	2,339	2,569	2,352	10·5	10·3	5·63	6·94	48·5	268
Madras and Southern Mahratta.	*1941-42*	*707*	*181*	*674*	*1,191*	*140*	*155*	*114*	*6,396*	*6,162*	*6,526*	*6,313*	*11·4*	*8·71*	*5·21*	*7·14*	*41·1*	*210*
	1942-43	689	183	658	1,158	143	159	106	6,395	5,651	5,993	5,678	12·0	10·2	6·08	8·03	46·4	261
Mysore State	*1941-42*	*245*	*80*	*239*	*435*	*80*	*90*	*115*	*1,519*	*1,519*	*1,615*	*1,548*	*10·0*	*8·70*	*5·45*	*6·20*	*29·0*	*145*
	1942-43	240	78	240	444	78	84	103	1,494	1,494	1,574	1,510	10·3	8·61	5·41	7·80	26·0	162
Nizam's State	*1941-42*	*132*	*61*	*122*	*213*	*16*	*16*	*173*	*1,315*	*1,265*	*1,271*	*1,222*	*9·80*	*8·68*	*5·22*	†*7·43*	*48·9*	†*279*
	1942-43	126	61	123	216	16	16	160	1,318	1,162	1,168	1,173	10·1	10·5	5·84	8·55	50·3	330
Rohilkund & Kumaon.	*1941-42*	*239*	*91*	*223*	*339*	*31*	*32*	*116*	*2,717*	*2,508*	*2,558*	*2,384*	*9·56*	*11·5*	*9·09*	*8·38*	*19.4*	*105*
	1942-43	226	95	210	328	34	35	102	2,717	2,508	2,558	2,411	9·82	12·3	9·46	9·99	23·5	140
South Indian	*1941-42*	*1,227*	*189*	*1,114*	*2,228*	*128*	*205*	*104*	*5,162*	*5,168*	*7,296*	*6,539*	*9·63*	*8·71*	*5·25*	*6·32*	*35·6*	*171*
	1942-43	1,203	213	1,097	2,194	131	215	68	5,162	5,167	7,296	6,035	8·67	8·96	6·21	6·95	38·0	197
Total 3' 3½" Gauge and Average.	*1941-42*	*6,888*	*2,102*	*6,564*	*11,715*	*1,234*	*1,412*	*105*	*51,043*	*51,572*	*58,287*	*55 875*				*6·83*	*35·9*	*152*
	1942-43	6,740	2,230	6,283	11,352	1,215	1,392	85	49,969	47,606	54,227	52,492				7·13	34·7	182
2' 6" & 2' 0" GAUGES.																		
Bengal and Assam	*1941-42*	*47*	*Nil*	*55*	*77*	*Nil*	*Nil*	*41*	*25*	*25*	*25*	*22*				*1·96*	*5·49*	*8*
	1942-43	47	Nil	52	74	Nil	Nil	33	25	24	24	23				2·24	5·56	9
Bengal Nagpur	*1941-42*	*385*	*61*	*321*	*638*	*32*	*63*	*86*	*1,950*	*1,950*	*3,860*	*3,634*				*3.88*	*15·5*	*41*
	1942-43	385	62	322	641	39	79	83	1,949	1,940	3,842	3,586				4·17	18·5	50
Bombay, Baroda and Central India.	*1941-42*	*75*	*1*	*75*	*150*	*1*	*2*	‡	*327*	*322*	*538*	*539*				*4 42*	*10·5*	*31*
	1942-43	53	1	64	129	1	2	‡	247	282	468	468				4·75	9·79	30
Great Indian Peninsula.	*1941-42*	*46*	*5*	*44*	*83*	*2*	*2*	*121*	*201*	*179*	*353*	*353*				*3 08*	*16·5*	*38*
	1942-43	48	5	44	83	2	2	77	201	179	353	353				4·20	14·3	44
Mysore State	*1941-42*	*32*	*3*	*32*	*64*	*3*	*4*	*76*	*147*	*147*	*192*	*183*				*3·60*	*17·9*	*44*
	1942-43	32	2	32	64	3	4	74	147	147	192	187				4·60	17·0	62
North Western	*1941-42*	*283*	*68*	*280*	*548*	*59*	*103*	*35*	*760*	*759*	*1,363*	*1,245*				*4·16*	*28·0*	*74*
	1942-43	279	72	276	542	62	106	32	760	757	1,359	1,316				4·06	19 5	52
South Indian§	*1941-42*	*34*	*1*	*25*	*50*	*Nil*	*Nil*	*57*	*78*	*49*	*98*	*98*				*3·04*	*14 0*	*31*
	1942-43	..	..	..	..	..	..	..	..	..	..	..				..	..	..
Total 2' 6" & 2' 0" Gauge and Average.	*1941-42*	*904*	*159*	*832*	*1,610*	*97*	*174*	*64*	*3,488*	*3,431*	*6,429*	*6,074*				*3·93*	*17·7*	*47*
	1942-43	844	142	790	1,533	107	193	59	3,329	3,329	6,238	5,933				4·18	17·7	49

§ Closed for traffic on 31-10-41.

25.—*Statement of Density of Traffic on Class I Railways for the years 1941-42 and 1942-43.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal and Assam	*1941-42*	*779,723*	*966,003*	**484,321*	*599,641*	**3,240,256*	*4,011,784*	**18·9*
	1942-43	871,893	1,081,912	410,214	508,692	3,249,920	4,030,115	17·7
Bengal Nagpur	*1941-42*	*348,130*	*384,361*	*1,468,330*	*1,631,905*	*4,213,155*	*4,683,910*	*16·0*
	1942-43	419,770	463,380	1,398,939	1,554,537	3,925,904	4,363,890	14·1
Bombay, Baroda and Central India.	*1941-42*	*843,549*	*1,029,611*	*913,995*	*1,129,841*	*3,478,492*	*4,241,248*	*16·4*
	1942-43	913,377	1,118,324	955,747	1,185,838	3,342,872	4,088,888	15·0
East Indian	*1941-42*	*755,911*	*967,142*	*1,492,809*	*1,898,451*	*4,813,696*	*6,112,666*	*18·4*
	1942-43	829,283	1,068,242	1,384,425	1,772,271	4,153,730	5,309,281	14·6
Great Indian Peninsula.	*1941-42*	*598,173*	*753,570*	*1,023,749*	*1,287,446*	*3,802,587*	*4,790,446*	*15·8*
	1942-43	727,957	917,095	1,128,872	1,419,684	3,775,034	4,755,864	15·9
Madras and Southern Mahratta.	*1941-42*	*612,321*	*644,490*	*1,076,384*	*1,132,881*	*4,110,698*	*4,326,463*	*17·1*
	1942-43	702,590	739,501	1,138,593	1,198,356	4,109,145	4,324,828	15·9
Nizam's State	*1941-42*	*303,945*	*303,945*	**646,044*	**646,044*	**2,209,172*	**2,209,172*	*8·28*
	1942-43	404,421	404,421	682,718	682,718	2,255,206	2,255,206	8·44
North Western	*1941-42*	*570,280*	*651,443*	*491,931*	*561,959*	*2,120,285*	*2,422,113*	*10·4*
	1942-43	620,057	707,335	549,925	627,331	1,968,193	2,245,230	8·76
South Indian	*1941-42*	*537,041*	*537,041*	*557,216*	*557,216*	*2,570,810*	*2,570,810*	*17·0*
	1942-43	631,658	631,658	630,864	630,864	2,446,905	2,446,905	13·6
Total 5′ 6″ gauge	*1941-42*	*613,952*	*724,244*	**979,503*	**1,155,464*	**3,533,236*	**4,167,939*	*15·0*
	1942-43	692,060	817,067	986,346	1,164,511	3,288,849	3,882,919	13·0
3′ 3⅜″ GAUGE.								
Bengal and Assam	*1941-42*	400,870	402,413	257,888	258,881	1,348,558	1,353,748	10·9
	1942-43	397,874	399,415	172,633	173,301	1,186,650	1,191,243	9·74
Bengal and North Western.	*1941-42*	*621,196*	*633,570*	*315,343*	*322.135*	*1,204,017*	*1,227,999*	*11·5*
	1942-43	603,168	615,175	277,381	282,902	1,011,442	1,031,575	8·48
Bikaner State	*1941-42*	*130,272*	*130,272*	*68,670*	*68,670*	*390,034*	*390,034*	*3·91*
	1942-43	158,785	158,785	65,626	65,626	328,887	328,887	2·98
Bombay, Baroda and Central India.	*1941-42*	*526,399*	*527,135*	*444,039*	*444,649*	*1,565,249*	*1,567,396*	*12·2*
	1942-43	555,804	556,593	439,450	440,062	1,400,079	1,402,028	9·96

25.—*Statement of Density of Traffic on Class I Railways for the years 1941-42 and 1942-43*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Jodhpur	*1941-42*	*220,915*	*220,915*	*227,683*	*227,683*	*804,035*	*804,035*	*6·01*
	1942-43	251,593	251,593	205,360	205,360	707,538	707,538	4·88
Madras and Southern Mahratta.	*1941-42*	*332,015*	*332,226*	*267,581*	*267,751*	*1,195,511*	*1,196,268*	*11·4*
	1942-43	345,650	345,869	299,518	299,707	1,201,019	1,201,779	10·8
Mysore State	*1941-42*	*444,210*	*444,210*	*161,039*	*161,039*	*1,020,513*	*1,020,513*	*10·8*
	1942-43	451,919	451,919	179,835	179 835	954,086	954,086	9·19
Nizam's State	*1941-42*	*313,913*	*322,240*	**184,592*	**189,488*	**825,387*	**847,281*	*7·42*
	1942-43	369,952	379,765	210,445	216,028	821,371	843,159	6·68
Rohilkund and Kumaon.	*1941-42*	*381,621*	*382,413*	*200,222*	*200,630*	*857,083*	*858,828*	*10·4*
	1942-43	401,077	401,893	221,278	221,729	851,145	852,877	8·79
South Indian	*1941-42*	*551,215*	*562,764*	*244,984*	*250,111*	*1,374,872*	*1,403,614*	*16·2*
	1942-43	517,319	528,157	255,865	261,220	1,129,524	1,153,137	11·1
Total 3′ 3⅜″ Gauge	*1941-42*	*429,216*	*432,626*	**270,592*	**272,741*	**1,186,017*	**1,195,439*	*10·9*
	1942-43	434,959	438,422	254,431	256,456	1,056,681	1,065,093	8·90
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal and Assam	*1941-42*	*221,874*	*221,874*	*3,060*	*3,060*	*209,927*	*209,927*	*9·35*
	1942-43	264,180	264,180	2,892	2,892	173,922	173,922	7·56
Bengal Nagpur	*1941-42*	*121,289*	*121,289*	*63,696*	*63,696*	*411,672*	*411,672*	*6·09*
	1942-43	159,502	159,592	75,387	75,387	449,756	449,756	6·29
Bombay, Baroda and Central India.	*1941-42*	*130,875*	*130,875*	*28,188*	*28,188*	*176,790*	*176,790*	*4·80*
	1942-43	140,372	140,372	27,742	27,742	166,151	166,151	4·10
Great Indian Peninsula	*1941-42*	*126,277*	*126,277*	*29,054*	*29,054*	*297,567*	*297,567*	*6·09*
	1942-43	96,618	96,618	20,119	29,119	214,646	214,646	3·84
Mysore State	*1941-42*	*158,772*	*158,772*	*18,621*	*18,621*	*220,388*	*220,388*	*5·13*
	1942-43	184,231	184,231	26,002	26,002	221,856	221,856	4·15
North Western	*1941-42*	*75,442*	*75,442*	*55,460*	*55,460*	*344,512*	*344,512*	*6·06*
	1942-43	80,194	80,194	42,361	42,361	282,618	282,618	5·12
South Indian†	*1941-42*	*71,275*	*71,275*	*18,018*	*18,018*	*160,455*	*160,455*	*7·23*
	1942-43	..	..	..	..	..	..	..
Total 2′ 6″ and 2′ 0″ Gauges.	*1941-42*	*115,457*	*115,457*	*50,557*	*50,557*	*346,051*	*346,051*	*6·02*
	1942-43	134,965	134,965	53,725	53,725	341,367	341,367	5·52
Total Class I Railways	*1941-42*	*523,517*	*577,790*	**683,605*	**754,474*	**2,547,721*	**2,811,842*	*13·1*
	1942-43	574,361	634,429	684,105	755,651	2,361,901	2,608,915	11·2

*Revised figures.
† Closed for traffic on 31-10-41.

26 (a).—*Statement of Repairs of Rolling Stock pertainmg to Steam and Electric,*

NOTE 1—The figures in this statement have been arrived at by excluding

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns have been arrived at

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal and Assam	*1941-42*	*22*	*7·46*	*33*	*11·3*	*58*	*35*	*8·18*	*10·5*
	1942-43	18	6·38	32	11·0	41	21	5·79	6·21
Bengal-Nagpur	*1941-42*	*27*	*4·35*	*65*	*10·4*	*52*	*21*	*6·41*	*7·47*
	1942-43	25	3·98	62	10·0	49	19	6·11	6·67
Bombay, Baroda and Central India	*1941-42*	*24*	*6·45*	*53*	*14·8*	*73*	*21*	*12·4*	*9·14*
	1942-43	25	7·09	66	18·5	71	28	12·7	11·9
East Indian	*1941-42*	*57*	*3·54*	*140*	*8·71*	*139*	*26*	*5·74*	*4·26*
	1942-43	62	3·88	152	9·52	103	14	4·26	2·30
Great Indian Peninsula — Steam	*1941-42*	*32*	*4·77*	*103*	*15·4*	*60*	*33*	*5·73*	*6·79*
	1942-43	33	4·82	113	16·5	49	33	4·60	6·99
Great Indian Peninsula — Electric	*1941-42*	*3*	*4·55*	*9*	*13·6*				
	1942-43	4	6·06	9	13·6				
Madras and Southern Mahratta	*1941-42*	*23*	*7·93*	*23*	*7·93*	*39*	*14*	*7·25*	*6·80*
	1942-43	24	8·25	28	9·62	42	14	7·72	6·73
Nizam's State	*1941-42*	*5*	**5·88*	*7*	**8·24*	*6*	*1*	*5·13*	*1·96*
	1942-43	5	5·88	5	5·88	7	1	5·83	2·08
North Western	*1941-42*	*79*	*7·03*	*145*	*12·9*	*130*	*46*	*6·03*	*5·34*
	1942-43	89	7·68	101	8·75	152	59	6·99	6·83
South Indian	*1941-42*	*5*	*3·36*	*13*	*8·46*	*15*	*3*	*4·81*	*3·00*
	1942-43	8	5·46	12	8·07	10	3	3·33	2·90
Total 5' 6" gauge — Steam	*1941-42*	*274*	*5·25*	*582*	*11·2*	*572*	*200*	*6·58*	*6·39*
	1942-43	289	5·51	571	10·9	524	192	6·02	6·13
Total 5' 6" gauge — Electric	*1941-42*	*3*	*4·55*	*9*	*13·6*				
	1942-43	4	6·06	9	13·6				
3' 3-3/8" GAUGE.									
Bengal and Assam	*1941-42*	*17*	*3·98*	*29*	*6·89*	*112*	*44*	*8·15*	*9·18*
	1942-43	13	2·96	45	9·95	56	14	4·07	3·09
Bengal and North-Western	*1941-42*	*7*	*2·07*	*19*	*5·62*	*85*	*1*	*6 96*	*1·16*
	1942-43	15	4·53	18	5·44	94	6	7·86	6·98
Bikaner State	*1941-42*	*4*	*7·01*	*7*	*12·2*	*16*	*3*	*11·1*	*5·45*
	1942-43	3	5·36	9	16·0	19	2	13·5	3·57
Bombay, Baroda and Central India	*1941-42*	*34*	*7·37*	*71*	*15·6*	*60*	*9*	*5·11*	*4·84*
	1942-43	27	6·97	46	11·5	94	14	9·7	8·14

* Revised figure.

Locomotive Services of Class I Railways for the years 1941-42 and 1942-43.

stock relating to Electric Multiple Unit Services and to all Rail Cars.
by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
5	*2*	*0·72*	*0·68*	*45*	*0·66*	*572*	*8·43*	*2*	*3·39*	*118*	*16·6*	Bengal and Assam.
12	3	1·74	0·75	110	1·45	641	8·44	1	1·69	83	11·8	
35	*36*	*4·32*	*9·85*	*153*	*0·70*	*874*	*3·93*	*1*	*1·19*	*395*	*11·6*	Bengal-Nagpur.
47	46	5·78	13·2	143	0·64	1,083	4·81	10	12·0	358	11·6	
10	*3*	*1·72*	*1·28*	*134*	*1·62*	*409*	*4·94*	*3*	*3·58*	*56*	*4·00*	Bombay, Baroda and Central India.
8	5	1·49	2·08	128	2·09	272	4·43	1	1·70	57	4·32	
64	*14*	*2·64*	*2·30*	*262*	*0·54*	*1,794*	*3·72*	*14*	*5·65*	*771*	*10·6*	East Indian.
63	8	2·61	1·32	351	0·75	1,583	3·38	12	6·08	601	9·82	
35	*22*	*3·33*	*4·57*	*118*	*0·55*	*522*	*2·45*	*6*	*3·71*	*278*	*7·08*	Great Indian Peninsula. Steam.
34	18	3·23	3·90	186	0·90	563	2·73	7	4·79	281	7·40	Electric.
7	*2*	*1·24*	*0·93*	*40*	*0·64*	*200*	*3·21*	*6*	*11·1*	*40*	*3·20*	Madras and Southern Mahratta.
5	2	0·97	0·87	35	0·55	140	2·20	3	4·86	32	2·80	
4	..	*3·06*	(a) *0·41*	*11*	*0·46*	*68*	*2·83*	*2*	*10·8*	*22*	*5·58*	Nizam's State.
3	..	2·55	(a) 0·27	12	0·49	53	2·17	2	10·4	20	5·19	
44	*14*	*2·03*	*1·60*	*217*	*0·77*	*1,050*	*3·71*	*17*	*6·93*	*294*	*7·66*	North Western.
28	11	1·31	1·23	182	0·61	851	2·85	18	8·33	278	8·31	
6	*2*	*1·86*	*1·50*	*10*	*0·42*	*113*	*4·77*	..	(a)*0·57*	*12*	*3·36*	South Indian.
8	1	2·71	0·97	14	0·59	68	2·90	..	(a)1·14	12	3·21	
220	*95*	*2·41*	*3·03*	*993*	*0·68*	*5,602*	*3·83*	*51*		*1,936*		Total 5′ 6″ Gauge. Steam.
208	94	2·39	3·00	1,161	0·80	5,254	3·63	54		1,722		Electric.
7	*2*	*0·49*	*0·47*	*101*	*0·89*	*348*	*3·08*	*5*	*4·65*	*14*	*0·99*	Bengal and Assam 3′ 3¾″ Gauge.
9	3	0·64	0·65	63	0·48	322	2·45	6	5·70	24	1·97	
1	*Nil*	*0·08*	*Nil*	*59*	*0·50*	*168*	*1·43*	*16*	*23·0*	*69*	*5·75*	Bengal and North-Western.
2	Nil	0·17	Nil	48	0·41	94	0·81	16	28·6	48	4·55	
2	*Nil*	*1·39*	*Nil*	*60*	*4·57*	*27*	*2·05*	*4*	*3·31*	*41*	*2·57*	Bikaner State.
4	Nil	2·85	Nil	44	3·18	45	3·26	3	31·8	48	44·4	
116	*6*	*9·85*	*2·99*	*98*	*0·94*	*529*	*5·09*	*67*	*93·6*	*248*	*16·6*	Bombay, Baroda Central India.
89	7	9·16	4·08	77	1·09	329	4·60	39	75·9	197	14·0	

(a) The presence of this figure in the absence of the figure which it represents as a percentage is due to the latter being less than half.

26 (a).—*Statement of Repairs of Rolling Stock pertaining to Steam and Electric*

NOTE 1—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns have

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3-3/8" Gauge—*concld.*									
Jodhpur	*1941-42*	*4*	*3·92*	*5*	*4·90*	*20*	*2*	*7·17*	*5·56*
	1942-43	3	3·19	5	5·32	26	4	9·39	10·8
Madras and Southern Mahratta	*1941-42*	*15*	*4·75*	*23*	*7·28*	*54*	*7*	*8·01*	*5·00*
	1942-43	14	4·84	23	7·95	50	7	7·60	4·90
Mysore State	*1941-42*	*9*	*10·7*	*10*	*11·8*	*14*	*3*	*5·79*	*4·22*
	1942-43	8	8·94	8	8·75	24	3	10·2	3·64
Nizam's State	*1941-42*	*4*	**5·33*	*4*	**5·33*	*6*	*1*	*4·92*	*6·25*
	1942-43	5	7·14	2	2·86	6	1	4·88	6·25
Rohilkund and Kumaon	*1941-42*	*3*	*3·71*	*3*	*3·11*	*6*	*2*	*2·52*	*5·55*
	1942-43	4	4·51	4	4·68	6	2	2·65	4·97
South Indian — Steam	*1941-42*	*12*	*3·31*	*35*	*9·53*	*33*	*3*	*2·96*	*2·34*
	1942-43	13	3·77	24	7·15	41	5	3·73	3·74
South Indian — Electric	*1941-42*	*1*	*14·5*	*Nil*	*Nil*				
	1942-43	..	(a)5·15	Nil	Nil				
Total 3' 3-3/8" Gauge — Steam	*1941-42*	*109*	*4·69*	*206*	*8·86*	*407*	*75*	*6·20*	*6·07*
	1942-43	105	4·77	184	8·36	416	58	6·62	5·19
Total 3' 3-3/8" Gauge — Electric	*1941-42*	*1*	*14·5*	*Nil*	*Nil*				
	1942-43	..	(a)5·25	Nil	Nil				
2' 6" AND 2' 0" GAUGES.									
Bengal & Assam	*1941-42*	*1*	*6·78*	*1*	*11·2*	*3*	*Nil*	*5·08*	*Nil*
	1942-43	1	11·7	1	11·1	2	Nil	3·93	Nil
Bengal-Nagpur	*1941-42*	*6*	*5·59*	*12*	*11·2*	*15*	*2*	*4·51*	*4·87*
	1942-43	4	3·88	13	12·0	16	3	4·92	8·25
Bombay, Baroda and Central India	*1941-42*	*1*	*3·70*	*4*	*12·3*	*2*	*Nil*	*2·56*	*Nil*
	1942-43	3	13·5	3	12·1	2	Nil	2·46	Nil
Great Indian Peninsula	*1941-42*	*1*	*5·56*	*3*	*16·7*	*3*	*Nil*	*6·82*	*Nil*
	1942-43	1	5·56	4	22·2	2	Nil	4·55	Nil
Mysore State	*1941-42*	*2*	*11·1*	*7*	*38·9*	*2*	*1*	*6·25*	*33·3*
	1942-43	2	25·0	5	58·3	2	..	8·74	..
North Western	*1941-42*	*5*	*4·83*	*12*	*12 3*	*20*	*1*	*7·14*	*1·69*
	1942-43	6	6·59	12	11·7	17	2	6·16	3·23
South Indian (b)	*1941-42*	*Nil*	*Nil*	*2*	*24·0*	*Nil*	*Nil*	*Nil*	*Nil*
	1942-43	..	..	..	..	..	..	..	..
Total 2' 6" and 2' 0" Gauges	*1941-42*	*16*	*5·54*	*41*	*14·2*	*45*	*4*	*5·41*	*4·12*
	1942-43	17	6·12	38	13·7	41	5	5·19	4·67
TOTAL CLASS I RAILWAYS — Steam	*1941-42*	*399*	*5·10*	*829*	*10·6*	*1,024*	*279*	*6·36*	*6·25*
	1942-43	411	5·32	793	10·3	981	255	6·22	5·84
TOTAL CLASS I RAILWAYS — Electric	*1941-42*	*4*	*5·71*	*9*	*13·6*				
	1942-43	4	6·01	9	3·6				

(a) The presence of this figure in the absence of the figure of which it represents as a percentage is due to the latter being less than half.

(b) Lines closed for traffic on 31-10-41. * Revised figure.

Locomotive Services of Class I Railways for the years 1941-42 and 1942-43—concld.

stock relating to Electric Multiple Unit Services and to all Rail Cars.

been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	Railway.
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3-3/8″ Gauge—*concld.*
2	..	*0·83*	*(a) 1·11*	*70*	*2·63*	*36*	*1·35*	*6*	*29·0*	*37*	*8·00*	Jodhpur.
1	..	0·51	(a) 0·49	51	2·17	24	1·02	4	23·0	30	8·00	
3	*1*	*0·51*	*0·64*	*74*	*0·75*	*125*	*1·98*	*2*	*3·45*	*15*	*1 78*	Madras and Southern Mahratta.
3	1	0·41	0·43	32	0·56	80	1·41	2	5·44	20	2·21	
5	*1*	*2·27*	*0·96*	*46*	*2·89*	*19*	*1·15*	*1*	*0·04*	*2*	*0·11*	Mysore State.
8	2	3·04	2·47	48	3·05	25	1·57	3	0·04	2	0·11	
4	..	*3·25*	*(a)1·13*	*7*	*0·57*	*33*	*2·70*	*1*	*5·16*	*10*	*4·70*	Nizam's State.
3	..	2·27	(a)0·81	6	0·51	30	2·56	1	7·68	12	5·86	
Nil	*Nil*	*Nil*	*Nil*	*8*	*0·28*	*27*	*0·94*	*30*	*45·7*	*243*	*10·6*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	8	0·33	21	0·87	52	34·3	214	8·93	
19	*4*	*1·72*	*2·88*	*29*	*0·44*	*133*	*2·03*	..	*(a)0·21*	*4*	*0·42*	Steam
22	4	2·02	2·74	52	0·87	113	1·87	..	(a)0·17	5	0·63	South Indian.
												Electric
159	*14*	*2·42*	*1·13*	*551*	*0·99*	*1,446*	*2·59*	*182*		*688*		Steam
141	17	2·24	1·48	429	0·82	1,083	2·06	126		600		Total 3′ 3-3/8″ Gauge.
												Electric
												2′ 6″ and 2′ 0″ Gauges.
..	*Nil*	*(a)0·24*	*Nil*	..	*(a) 0·04*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Bengal and Assam.
..	Nil	(a)0·21	Nil	..	(a)0·09	Nil	Nil	Nil	Nil	Nil	Nil	
3	*4*	*2 43*	*3·80*	*22*	*0·61*	*118*	*3·25*	..	*(a)0·44*	*1*	*0·46*	Bengal-Nagpur.
8	4	2·53	2·74	23	0·65	122	3·39	1	4·35	3	1·37	
4	*Nil*	*6·46*	*Nil*	*1*	*0·28*	*18*	*3·28*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
6	Nil	9·42	Nil	1	0·18	13	2·81	Nil	Nil	Nil	Nil	
2	..	*4·00*	*(a)1·50*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
1	Nil	2·91	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
3	*1*	*9·38*	*33·3*	*6*	*4·00*	*3*	*2·04*	*Nil*	*Nil*	*Nil*	*Nil*	Mysore State.
2	Nil	7·41	Nil	4	3·82	8	7·23	Nil	Nil	Nil	Nil	
3	*1*	*1·01*	*1·61*	*36*	*2·89*	*34*	*2·73*	..	*(a)1·05*	*2*	*1·35*	North Western.
3	2	1·05	2·81	29	2·20	35	2·66	..	(a)1·18	1	0·82	
..	*Nil*	*(a) 0·30*	*Nil*	*Nil*	*Nil*	..	*(a)0·13*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
..	..	..	..	..	..	..	..	..	..	..	..	
20	*6*	*2·40*	*6·19*	*65*	*1·07*	*173*	*2·85*	..		*3*		Total 2′ 6″ and 2′ 0″ Gauges.
20	6	2·53	5·61	57	0·96	178	2·98	1		4		
389	*115*	*2·42*	*2·58*	*1,609*	*0·77*	*7,221*	*3·47*	*233*		*2,677*		Steam
369	117	2·34	2·65	1,647	0·81	6,515	3·21	181		2,326		Total Class I Railways.
												Electric

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal and Assam	3 05	1·18	4.23
Bengal Nagpur	1·66	1·07	2·73
Bombay, Baroda & Central India	3·48	1·74	5·22
East Indian	2·09	1·61	3·70
Great Indian Peninsula	2·20	1·45	3·65
Madras and Southern Mahratta	2·23	1·39	3·62
Nizam's State	1·38	1·26	2·64
North Western	2·03	1·54	3·57
South Indian	2·34	1·15	3·49
Averages ..			3·59
3′ 3⅜″ Gauge.			
Bengal and Assam	2·20	2·08	4·28
Bengal and North Western	1·55	2·49	4·04
Bikaner State	2·17	2·75	4·92
Bombay, Baroda & Central India	5·07	2·61	7·68
Jodhpur	2·43	2·48	4·91
Madras and Southern Mahratta	1·88	1·49	3·37
Mysore State	2·08	0·80	2·88
Nizam's State	3·27	1·16	4·43
Rohilkund and Kumaon	1·01	2·15	3·16
South Indian	3·43	2·03	5·46
Averages ..			4·71

* Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine.}}$

Class I Railways for the year 1942-43.

Cost per carriage on line (in terms of 4 wheelers).			Cost per wagon on line (in terms of 4 wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge.
430·8	86·2	517·0	130·4	38·6	169·0	Bengal and Assam.
695·8	165·4	861·2	99·4	73·6	173·0	Bengal Nagpur.
916·8	214·9	1,131.7	115·4	47·4	162·8	Bombay, Baroda & Central India.
449·1	94·9	544·0	75·0	51·9	126·9	East Indian.
647·5	178·3	825·8	82·3	90·8	173·1	Great Indian Peninsula.
399·4	124·6	524·0	97·2	41·1	138·3	Madras and Southern Mahratta.
499·3	35·1	534·4	64·7	27·6	92·3	Nizam's State.
527·1	81·9	609·0	74·5	40·2	114·7	North-Western.
218·3	48·1	266·4	67·2	10·2	77·4	South Indian.
		653·7			141·5	Averages.
						3′ 3⅜″ Gauge.
256·7	52·4	309·1	52·4	18·7	71·1	Bengal and Assam.
126·1	106·7	232·8	25·4	30·6	56·0	Bengal and North Western.
332·6	53·8	386·4	39·6	15·0	54·6	Bikaner State.
809·7	95·9	905·6	88·2	54·0	142·2	Bombay, Baroda & Central India.
349·8	30·4	380·2	57·6	8·17	65·8	Jodhpur.
269·8	49·0	318·8	47·4	20·2	67·6	Madras and Southern Mahratta.
357·0	34·4	391·4	70·9	11·2	82·1	Mysore State.
446·8	85·1	531·9	48·5	16 6	65·1	Nizam's State.
292·2	58·6	350·8	46·5	11·2	57·7	Rohilkund and Kumaon.
224·0	20·0	244·0	44·6	5·37	50·0	South Indian.
		397·8			75·5	Averages.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" Gauge.								
Bengal and Assam	*1941-42*	*Nil*	*330,595*	*Nil*	*Nil*	*330,595*	*Nil*	*46,269*
	1942-43	Nil	346,041	Nil	Nil	346,041	Nil	51,871
Bengal Nagpur	*1941-42*	*Nil*	*1,122,492*	*Nil*	*Nil*	*1,122,492*	*Nil*	*113,216*
	1942-43	Nil	1,109,440	Nil	Nil	1,109,440	Nil	107,854
Bombay, Baroda and Central India.	*1941-42*	*Nil*	*383,722*	*2,070*	*45*	*384,641*	*Nil*	*23,398*
	1942-43	Nil	375,769	2,092	28	376,657	Nil	22,071
East Indian	*1941-42*	*Nil*	*1,826,001*	*365*	*Nil*	*1,826,147*	*Nil*	*186,270*
	1942-43	Nil	1,732,144	270	Nil	1,732,252	Nil	195,873
Great Indian Peninsula	*1941-42*	*Nil*	*1,202,509*	*225*	*Nil*	*1,202,599*	*Nil*	*150,228*
	1942-43	Nil	1,241,186	160	Nil	1,241,250	Nil	156,677
Madras and Southern Mahratta	*1941-42*	*Nil*	*387,807*	*1*	*155*	*388,088*	*Nil*	*20,083*
	1942-43	Nil	387,521	2	85	387,676	Nil	21,523
Nizam's State	*1941-42*	*Nil*	*114,262*	*143*	*80*	*114,464*	*Nil*	*4,958*
	1942-43	Nil	118,117	140	75	118,310	Nil	4,140
North Western	*1941-42*	*Nil*	*1,246,672*	*Nil*	*39,110*	*1,317,782*	*9*	*90,918*
	1942-43	12,974	1,191,385	Nil	33,993	1,269,408	75	111,193
South Indian	*1941-42*	*Nil*	*125,837*	*167*	*Nil*	*125,904*	*Nil*	*1,141*
	1942-43	Nil	117,785	9,936	Nil	121,760	Nil	1,097
Total 5' 6" Gauge	*1941-42*	*Nil*	*6,739,907*	*2,971*	*39,390*	*6,812,712*	*9*	*636,481*
	1942-43	12,974	6,619,388	12,600	34,181	6,702,794	75	672,299
3' 3½" Gauge.								
Bengal and Assam	*1941-42*	*Nil*	*282,259*	*Nil*	*Nil*	*282,259*	*Nil*	*31,050*
	1942-43	Nil	301,815	Nil	Nil	301,815	Nil	24,377
Bengal and North Western	*1941-42*	*Nil*	*215,580*	*Nil*	*Nil*	*215,580*	*Nil*	*53,860*
	1942-43	Nil	180,623	Nil	Nil	180,623	Nil	46,445
Bikaner State	*1941-42*	*Nil*	*33,153*	*47*	*Nil*	*33,172*	*Nil*	*4,425*
	1942-43	Nil	29,213	43	Nil	29,230	Nil	4,792
Bombay Baroda and Central India.	*1941-42*	*Nil*	*302,104*	*1,763*	*Nil*	*302,809*	*Nil*	*25,452*
	1942-43	Nil	268,914	765	Nil	269,220	Nil	27,242

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1941-42 and 1942-43.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	*Nil*	*46,269*	*Nil*	*376,864*	*Nil*	*Nil*	*376,864*	Bengal and Assam.
Nil	Nil	51,871	Nil	397,912	Nil	Nil	397,912	
Nil	*Nil*	*113,216*	*Nil*	*1,235,708*	*Nil*	*Nil*	*1,235,708*	Bengal Nagpur.
Nil	Nil	107,854	Nil	1,217,294	Nil	Nil	1,217,294	
253	*Nil*	*23,499*	*Nil*	*407,130*	*2,323*	*45*	*408,140*	Bombay, Baroda and Central India.
200	Nil	22,151	Nil	397,840	2,292	28	398,808	
2 450	*1,033*	*189,128*	*Nil*	*2,012,271*	*2,815*	*1,033*	*2,015,275*	East Indian.
2 263	864	198,349	Nil	1,928,017	2,533	864	1,930,601	
Nil	*Nil*	*150,228*	*Nil*	*1,252,737*	*225*	*Nil*	*1,352,827*	Great Indian Peninsula.
Nil	Nil	156,677	Nil	1,397,863	160	Nil	1,397,927	
6	*350*	*20,722*	*Nil*	*407,890*	*7*	*505*	*408,810*	Madras and Southern Mahratta.
2	355	22,169	Nil	409,044	4	440	409,845	
9	*Nil*	*4,962*	*Nil*	*119,220*	*152*	*80*	*119,426*	Nizam's State.
6	Nil	4,142	Nil	122,257	146	75	122,452	
Nil	*6,178*	*102,161*	*9*	*1,337,590*	*Nil*	*45,288*	*1,419,943*	North Western.
Nil	5,922	122,054	13,049	1,302,578	Nil	39,915	1,391,462	
Nil	*Nil*	*1,141*	*Nil*	*126,978*	*167*	*Nil*	*127,045*	South Indian.
Nil	Nil	1,097	Nil	118,882	,936	Nil	122,857	
2,718	*7,561*	*651,326*	*9*	*7,376 388.*	*5,689*	*46,951*	*7,464,038*	Total 5' 6" Gauge.
2,471	7,141	686,364	13,049	7,291,687	15,071	41,322	7,389,158	
								3' 3⅜" GAUGE.
Nil	*Nil*	*31,050*	*Nil*	*313,309*	*Nil*	*Nil*	*313,309*	Bengal and Assam.
Nil	Nil	24,377	Nil	326,192	Nil	Nil	326,192	
Nil	*Nil*	*53,860*	*Nil*	*269,440*	*Nil*	*Nil*	*269,440*	Bengal and North Western.
Nil	Nil	46,445	Nil	227,068	Nil	Nil	227,068	
Nil	*Nil*	*4,425*	*Nil*	*37,578*	*47*	*Nil*	*37,597*	Bikaner State.
23	6	4,812	Nil	34,005	66	6	34,042	
503	*369*	*26,324*	*Nil*	*327,556*	*2,266*	*369*	*329,133*	Bombay, Baroda and Central India.
292	480	28,232	Nil	296,156	1,057	480	297,452	

1 ton of coal.
1 ton of coal.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3¾″ Gauge—*concld.*								
Jodhpur	*1941-42*	*Nil*	*70,245*	*265*	*Nil*	*70,351*	*Nil*	*4,006*
	1942-43	Nil	63,241	232	Nil	63,334	Nil	3,787
Madras and Southern Mahratta	*1941-42*	*Nil*	*210,655*	*Nil*	*7*	*210,668*	*Nil*	*10,335*
	1942-43	Nil	222,163	Nil	5	222,173	Nil	12,982
Mysore State	*1941-42*	*Nil*	*82,474*	*Nil*	*Nil*	*82,474*	*Nil*	*869*
	1942-43	Nil	72,914	Nil	Nil	72,914	Nil	794
Nizam's State	*1941-42*	*Nil*	*59,742*	*104*	*Nil*	*59,784*	*Nil*	*2,689*
	1942-43	Nil	58,049	104	Nil	58,091	Nil	2,849
Rohilkund and Kumaon	*1941-42*	*Nil*	*51,233*	*Nil*	*Nil*	*51,233*	*Nil*	*8,109*
	1942-43	Nil	49,325	Nil	Nil	49,325	Nil	8,681
South Indian	*1941-42*	*Nil*	*185,795*	*416*	*Nil*	*185,961*	*Nil*	*12,198*
	1942-43	Nil	152,295	7,982	Nil	155,487	Nil	13,618
Total 3′ 3¾″ Gauge	*1941-42*	*Nil*	*1,493,240*	*2,595*	*7*	*1,494,291*	*Nil*	*152,993*
	1942-43	Nil	1,398,552	9,126	5	1,402,212	Nil	145,567
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	*1941-42*	*Nil*	*1,872*	*Nil*	*Nil*	*1,872*	*Nil*	*36*
	1942-43	Nil	1,718	Nil	Nil	1,718	Nil	36
Bengal Nagpur	*1941-42*	*Nil*	*82,217*	*Nil*	*Nil*	*82,217*	*Nil*	*10,097*
	1942-43	Nil	96,682	Nil	Nil	96,682	Nil	12,208
Bombay, Baroda and Central India.	*1941-42*	*Nil*	*8,905*	*120*	*Nil*	*8,953*	*Nil*	*29*
	1942-43	Nil	7,609	112	Nil	7,654	Nil	5
Great Indian Peninsula	*1941-42*	*Nil*	*13,716*	*Nil*	*14*	*13,741*	*Nil*	*258*
	1942-43	Nil	9,894	Nil	7	9,907	Nil	199
Mysore State	*1941-42*	*Nil*	*4,591*	*Nil*	*Nil*	*4,591*	*Nil*	*Nil*
	1942-43	Nil	4,331	Nil	Nil	4,331	Nil	Nil
North-Western	*1941-42*	*Nil*	*50,850*	*Nil*	*11*	*50,870*	*Nil*	*2,650*
	1942-43	Nil	47,641	Nil	20	47,678	Nil	2,512
South Indian (*a*)	*1941-42*	*Nil*	*945*	*2*	*Nil*	*946*	*Nil*	*10*
	1942-43	..	..	..	..	..	..	..
Total 2′ 6″ & 2′ 0″ Gauges	*1941-42*	*Nil*	*163,096*	*122*	*25*	*163,190*	*Nil*	*13,080*
	1942-43	Nil	167,875	112	27	167,970	Nil	14,960
Total Class I Railways	*1941-42*	*Nil*	*8,396,243*	*5,688*	*39,422*	*8,470,193*	*9*	*802,554*
	1942-43	12,974	8,185,815	21,838	34,213	8,272,976	75	832,826

* 2½ tons of wood = 0·55 ton of oil fuel =

(*a*) Lines closed

during the years 1941-42 and 1942-43—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3½″ GAUGE—*concld.*
Nil	*Nil*	*4,006*	*Nil*	*74,251*	*265*	*Nil*	*74,357*	Jodhpur.
Nil	Nil	3,787	Nil	67,028	232	Nil	67,121	
Nil	*851*	*11,882*	*Nil*	*220,990*	*Nil*	*858*	*222,550*	Madras and Southern Mahratta.
Nil	789	14,416	Nil	235,145	Nil	794	236,589	
Nil	*Nil*	*869*	*Nil*	*83,343*	*Nil*	*Nil*	*83,343*	Mysore State.
Nil	Nil	794	Nil	73,708	Nil	Nil	73,708	
8	*Nil*	*2,692*	*Nil*	*62,431*	*112*	*Nil*	*62,476*	Nizam's State.
9	Nil	2,853	Nil	60,898	113	Nil	60,944	
Nil	*Nil*	*8,109*	*Nil*	*59,342*	*Nil*	*Nil*	*59,342*	Rohilkund and Kumaon.
Nil	Nil	8,681	Nil	58,006	Nil	Nil	8,006	
Nil	*2,745*	*17,188*	*Nil*	*197,993*	*416*	*2,745*	*203,149*	South Indian.
Nil	2,531	18,220	Nil	165,913	7,982	2,531	173,707	
511	*3,965*	*160,405*	*Nil*	*1,646,233*	*3,106*	*3,972*	*1,654,696*	Total 3′ 3½″ Gauge.
324	3,806	152,617	Nil	1,544,119	9,450	3,811	1,554,829	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*36*	*Nil*	*1,908*	*Nil*	*Nil*	*1,908*	Bengal and Assam.
Nil	Nil	36	Nil	1,754	Nil	Nil	1,754	
Nil	*Nil*	*10,097*	*Nil*	*92,314*	*Nil*	*Nil*	*92,314*	Bengal Nagpur.
Nil	Nil	12,208	Nil	108,890	Nil	Nil	108,890	
8	*Nil*	*32*	*Nil*	*8,934*	*128*	*Nil*	*8,985*	Bombay, Baroda and Central India.
3	Nil	6	Nil	7,614	115	Nil	7,660	
Nil	*Nil*	*258*	*Nil*	*13,974*	*Nil*	*14*	*13,999*	Great Indian Peninsula.
Nil	Nil	199	Nil	10,093	Nil	7	10,106	
Nil	*Nil*	*Nil*	*Nil*	*4,591*	*Nil*	*Nil*	*4,591*	Mysore State.
Nil	Nil	Nil	Nil	4,331	Nil	Nil	4,331	
Nil	*Nil*	*2,650*	*Nil*	*53,500*	*Nil*	*11*	*53,520*	North Western.
Nil	Nil	2,512	Nil	50,153	Nil	20	50,190	
Nil	*Nil*	*10*	*Nil*	*955*	*2*	*Nil*	*956*	South Indian.
..	..	..	..	..	..	..	..	
8	*Nil*	*13,083*	*Nil*	*176,176*	*130*	*25*	*176,273*	Total 2′ 6″ & 2′ 0″ Gauges.
3	Nil	14,961	Nil	182,835	115	27	182,931	
3,237	*11,526*	*824,814*	*9*	*9,198,797*	*8,925*	*50,948*	*9,295,007*	TOTAL CLASS I RAILWAYS.
2,798	10,947	853,942	13,049	9,018,641	24,636	45,160	9,126,918	

1 ton of coal.
1 ton of coal.
on 31-10-41.

27 (a).—Statement of coal consumed on Class I Railways during the years 1941-42 and 1942-43 —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6" Gauge.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1941-42*	*Nil*	*3·25*	*Nil*	*Nil*	*Nil*	*8·43*	*Nil*	*Nil*
	1942-43	Nil	3·38	Nil	Nil	Nil	8·60	Nil	Nil
Bengal Nagpur	*1941-42*	*Nil*	*3·63*	*Nil*	*Nil*	*Nil*	*6·14*	*Nil*	*Nil*
	1942-43	Nil	4·04	Nil	Nil	Nil	6·43	Nil	Nil
Bombay, Baroda and Central India	*1941-42*	*Nil*	*3·20*	*2·78*	*69·8*	*Nil*	*14·5*	*5·07*	*70·4*
	1942 43	Nil	3·55	4·41	74·4	Nil	14·8	5·74	74·4
East Indian	*1941-42*	*Nil*	*3·47*	*10·3*	*79·2*	*Nil*	*6·74*	*10·3*	*79·2*
	1942-43	Nil	4·13	10·1	111·9	Nil	7·55	10·1	111·9
Great Indian Peninsula	*1941-42*	*Nil*	*4·42*	*5·70*	*Nil*	*Nil*	*9·88*	*5·70*	*Nil*
	1942-43	Nil	4·88	5·00	Nil	Nil	11·0	5·00	Nil
Madras and Southern Mahratta	*1941-42*	*Nil*	**4·64*	*Nil*	*122·0*	*Nil*	*13·7*	*Nil*	*123·2*
	1942-43	Nil	*5·23	Nil	119·9	Nil	14·4	*Nil*	121·1
Nizam's State	*1941-42*	*Nil*	*4·70*	*6·00*	*186·0*	*Nil*	*6·20*	*6·32*	*186·0*
	1942-43	Nil	5·18	6·04	219·2	Nil	6·61	6·42	219·2
North Western	*1941-42*	*Nil*	*3·75*	*Nil*	*22·9*	*Nil*	*16·9*	*Nil*	*30·9*
	1942-43	20·0	3·92	Nil	22·9	20·0	17·3	Nil	45·7
South Indian	*1941-42*	*Nil*	*5·04*	*2·30*	*Nil*	*Nil*	*17·4*	*2·30*	*Nil*
	1942-43	Nil	5·00	12·3	Nil	Nil	20·0	12·3	Nil
3' 3⅜" Gauge.									
Bengal and Assam	*1941-42*	*Nil*	§	*Nil*	*Nil*	*Nil*	§	*Nil*	*Nil*
	1942-43	Nil	5·66	Nil	Nil	Nil	11·5	Nil	Nil
Bengal and North Western	*1941-42*	*Nil*	*4·05*	*Nil*	*Nil*	*Nil*	*11·2*	*Nil*	*Nil*
	1942-43	Nil	4·07	Nil	Nil	Nil	11·4	Nil	Nil
Bikaner State	*1941-42*	*Nil*	*4·70*	*6·81*	*Nil*	*Nil*	*14·9*	*6·81*	*Nil*
	1942-43	Nil	5·05	6·49	154·3	Nil	14·6	6·49	194·5
Bombay, Baroda and Central India	*1941-42*	*Nil*	*3·30*	*4·40*	*43·0*	*Nil*	*13·8*	*5 02*	*51·7*
	1942-43	Nil	3·97	9·45	49·8	Nil	15·0	9·45	58·7

* F. O. R. rate only.
§Information not received.

27 (a).—Statement of coal consumed on Class I Railways during the years 1941-42 and 42-43 —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" Gauge—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jodhpur	*1941-42*	*Nil*	*3·73*	*5·48*	*Nil*	*Nil*	*17·0*	*5·48*	*Nil*
	1942-43	Nil	4·06	5·41	Nil	Nil	17·1	5·41	Nil
Madras and Southern Mahratta	*1941-42*	*Nil*	**4·32*	*Nil*	*81·9*	*Nil*	*16·4*	*Nil*	*84·3*
	1942-43	Nil	*4·80	Nil	86·7	Nil	16·5	Nil	88·8
Mysore State	*1941-42*	*Nil*	*5·13*	*Nil*	*Nil*	*Nil*	*15·6*	*Nil*	*Nil*
	1942-43	Nil	6·31	Nil	Nil	Nil	16·8	Nil	Nil
Nizam's State	*1941-42*	*Nil*	*4·70*	*6·00*	*Nil*	*Nil*	*8·34*	*6·32*	*Nil*
	1942-43	Nil	5·18	6·04	Nil	Nil	8·87	6·42	Nil
Rohlkiund and Kumaon	*1941-42*	*Nil*	*3·70*	*Nil*	*Nil*	*Nil*	*12·9*	*Nil*	*Nil*
	1942-43	Nil	3·80	Nil	Nil	Nil	14·1	Nil	Nil
South Indian	*1941-42*	*Nil*	*5·04*	*2·30*	*45·9*	*Nil*	*17·9*	*2·30*	*47·8*
	1942-43	Nil	5·00	12·1	60·7	Nil	20·6	12·1	62·4
2' 6" and 2' 0" Gauges.									
Bengal and Assam	*1941-42*	*Nil*	*3·25*	*Nil*	*Nil*	*Nil*	*7·86*	*Nil*	*Nil*
	1942-43	Nil	3·38	Nil	Nil	Nil	7·04	Nil	Nil
Bengal Nagpur	*1941-42*	*Nil*	*4·32*	*Nil*	*Nil*	*Nil*	*5·86*	*Nil*	*Nil*
	1942-43	Nil	4·65	Nil	Nil	Nil	6·23	Nil	Nil
Bombay, Baroda and Central India	*1941-42*	*Nil*	*2·89*	*2·78*	*Nil*	*Nil*	*13·1*	*3·31*	*Nil.*
	1942-43	Nil	3·25	4·37	Nil	Nil	13·1	5·70	Nil
Great Indian Peninsula	*1941-42*	*Nil*	*4·80*	*Nil*	*197·7*	*Nil*	*8·71*	*Nil*	*235·6*
	1942-43	Nil	4·86	Nil	203·0	Nil	9·50	Nil	240·9
Mysore State	*1941-42*	*Nil*	*5·13*	*Nil*	*Nil*	*Nil*	*15·3*	*Nil*	*Nil*
	1942-43	Nil	6·31	Nil	Nil	Nil	16·4	Nil	Nil
North Western	*1941-42*	*Nil*	*3·75*	*Nil*	*Nil*	*Nil*	*20·8*	*Nil*	*Nil.*
	1942-43	Nil	3·92.	Nil	Nil	Nil	21·3	Nil	Nil
South Indian†	*1941-42*	*Nil*	*5·04*	*2·30*	*Nil*	*Nil*	*15·7*	*2·30*	*Nil*
	1942-43	..	..	..	..	..	..	..	..

† Lines closed on 31-10-41.

27 (b).—Statement of Coal* Consumption, by various services, on Class I Railways for the years 1941-42 and 1942-43.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. (Cols. 3+4+5+7+9+11+12.)	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal & Assam	*1941-42*	*168,556*	*Nil*	*Nil*	*180·4*	*86,791*	*152·4*	*40,921*	*50·5*	*21,837*	*13,084*	*330,595*	*4,405*	*14,778*	*27,086*	*46,269*
	1942-43	177,777	Nil	Nil	182·8	81,703	169·9	43,258	59·3	21,615	16,685	346,041	5,056	16,730	30,085	51,871
Bengal Nagpur	*1941-42*	*260,267*	*61*	*Nil*	*201·5*	*737,851*	*184·3*	*97,636*	*55·5*	*1,705*	*24,971*	*1,122,492*	*44,782*	*25,147*	*43,287*	*113 216*
	1942-43	239,330	77	Nil	211·5	737,983	196·1	98,395	52·9	748	32,902	1,109,440	42,810	25,456	39,588	107,854
Bombay, Baroda and Central India.	*1941-42*	*149,713*	*Nil*	*Nil*	*160·4*	*175,238*	*124·5*	*40,040*	*66·5*	*235*	*19,415*	*384,641*	*11,320*	*2,658*	*9,521*	*23,499*
	1942-43	106,639	Nil	Nil	150·1	207,267	132·8	48,349	73·5	Nil	14,402	376,657	10,360	3,486	8,305	22,151
East Indian	*1941-42*	*569,445*	*Nil*	*Nil*	*174 7*	*971,518*	*125·7*	*210,160*	*61·9*	*3,733*	*71,291*	*1826,147*	*39,493*	*55,803*	*93,526*	*189,128*
	1942-43	481,195	Nil	Nil	184·5	927,304	134·3	221,993	67·4	3,753	98,004	1,732,252	45,246	55,898	96,205	198,349
Great Indian Peninsula.	*1941-42*	*372,806*	*Nil*	*Nil*	*133·7*	*672,313*	*170·8*	*118,335*	*79·3*	*6,526*	*32,619*	*1,202,599*	*34,375*	*§75,485*	*§40,368*	*150,228*
	1942-43	310,339	Nil	Nil	180 6	741,984	180·2	133,682	73 2	7,907	48,238	1,241,250	38,928	63,214	54,535	156,677
Madras and Southern Mahratta.	*1941-42*	*155,818*	*Nil*	*259*	*185·2*	*181,075*	*139·2*	*35,861*	*81·4*	*4,088*	*10,987*	*388,088*	*6,562*	*636*	*13,524*	*20,722*
	1942-43	149,839	Nil	134	185·0	185,867	139·5	36,509	78·8	3,947	11,380	387,676	7,386	640	14,137	22,169
Nizam's State	*1941-42*	*42,250*	*Nil*	*145*	*§171·2*	*59,222*	*§143·7*	*8,093*	*72·5*	*Nil*	*4,754*	*114,464*	*3,717*	*Nil*	*1,245*	*4,962*
	1942-43	44,815	Nil	137	174·5	59,028	142·6	8,864	66·8	Nil	5,466	118,310	2,661	Nil	1,478	4,142
North Western	*1941-42*	*549,080*	*832*	*423*	*167·1*	*553,845*	*156·4*	*162,676*	*89·8*	*5,780*	*45,146*	*1,317,782*	*10,200*	*4,607*	*87,354*	*102,161*
	1942-43	462,510	805	407	163·1	560,035	158·5	189,223	90·8	4,427	51,971	1,269,408	9,998	4,248	107,808	122,054
South Indian	*1941-42*	*70,371*	*Nil*	*Nil*	*170 8*	*46,554*	*122·4*	*4,386*	*45·7*	*295*	*4,298*	*125,904*	*434*	*Nil*	*707*	*1,141*
	1942-43	52,564	Nil	Nil	165·4	57,141	131·5	6,421	52·3	326	5,303	121,760	422	Nil	675	1,097
Total 5' 6" Gauge.	*1941-42*	*2,338,306*	*893*	*827*	*176·9*	*3,483 810*	*149·5*	*718,111*	*68·8*	*44,200*	*226,565*	*6,812,712*	*155,294*	*§179,114*	*§316,918*	*651 320*
	1942 43	2,025,308	882	678	178·4	3,558,350	157·8	791,697	70·5	41,823	284,356	6,702,704	163,900	169,678	352,786	686,364
3' 3½" Gauge.																
Bengal & Assam	*1941-42*	*151,491*	*Nil*	*Nil*	*154·8*	*61,061*	*137·1*	*35,739*	*43·9*	*17,567*	*16,401*	*282,259*	*4,696*	*6,567*	*19,787*	*31,050*
	1942-43	139,932	6	Nil	168·2	84,763	187·4	46,518	46·0	14,464	16,132	301,815	4,597	561	19,219	24,377
Bengal and North Western.	*1941-42*	*105,252*	*Nil*	*Nil*	*214·7*	*77,850*	*126·2*	*17,185*	*23·8*	*3,249*	*12,044*	*215,530*	*9,474*	*4,443*	*39,938*	*53,850*
	1942-43	79,698	Nil	Nil	192·0	70,343	139·0	16,664	24·5	2,342	11,576	180,623	8,750	3,950	33,745	46,445
Bikaner State	*1941-42*	*26,348*	*Nil*	†	†	*2,379*	†	*3,813*	*71·1*	*282*	*350*	*33,172*	*3,528*	*Nil*	*897*	*4,425*
	1942-43	22,889	Nil	Nil	169·8	2,283	215·7	3,506	79·6	357	195	29,230	3,842	330	640	4,812
Bombay, Baroda and Central India.	*1941-42*	*131,143*	*361*	*Nil*	*231·7*	*135,881*	*160·0*	*26,934*	*41·5*	*Nil*	*9,490*	*302,809*	*4,339*	*5,193*	*16,792*	*26,324*
	1942-43	90,707	84	Nil	227·3	141,169	164·2	27,522	44·6	Nil	9,738	269,220	4,289	6,111	17,832	28,232

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

§ Revised figures.

† Information not received.

27 (b).—*Statement of Coal* Consumption, by various services, on Class I Railways for the years 1941-42 and 1942-43* – concld.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. (Cols. 3+4+5+7+9+11+12.)	Fuel consumed for other than Loco. motive purposes.			
		Total tons consumed.	Total tons consumed	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations	Miscellaneous purposes.	Total (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3½" GAUGE —concld.																
Jodhpur	*1941-42*	*35,411*	*Nil*	*Nil*	*169·0*	*27,311*	*148·4*	*3,351*	*29·8*	*1,877*	*2,401*	*70,351*	*1,635*	*Nil*	*2,371*	*4,006*
	1942-43	28,743	Nil	Nil	142·3	26,936	155·9	3,704	32·0	1,921	1,940	63,324	1,822	Nil	1,965	3 787
Madras and Southern Mahratta.	*1941-42*	*59,705*	*Nil*	*Nil*	*199·1*	*96,868*	*190·2*	*17,377*	*47·7*	*2,535*	*4,183*	*219,668*	*4,567*	*1,547*	*5 768*	*11,882*
	1942-43	80,712	Nil	Nil	207·2	113,731	200·1	16,638	41·5	2,670	8,392	222,173	4,949	1,434	8 033	14.416
Mysore State	*1941-42*	*42,238*	*Nil*	*Nil*	*269·5*	*30,281*	*254·3*	*8,649*	*51·9*	*Nil*	*1,246*	*82,474*	*869*	*Nil*	*Nil*	*869*
	1942-43	36,712	Nil	Nil	256·0	26 830	235·8	8,057	55·1	Nil	1,299	72,914	Nil	Nil	794	794
Nizam's State	*1941-42*	*30,241*	*81*	*Nil*	*260·5*	*21,099*	*§168·0*	*5,495*	*73·9*	*Nil*	*2,865*	*59,781*	*1,928*	*Nil*	*764*	*2,692*
	1942-43	26,786	192	Nil	249·3	22,762	170·0	5,458	60·3	Nil	2,893	58,091	2,113	Nil	740	2,853
Rohilkund and Kumaon.	*1941-42*	*23,607*	*Nil*	*Nil*	*219·6*	*16,373*	*163·3*	*6,350*	*31·2*	*2,396*	*2,501*	*51,233*	*3,605*	*4,104*	*400*	*8 109*
	1942-43	21,343	Nil	Nil	225·4	16,862	155·0	6,148	27·4	2,626	2,346	49,325	3,890	4,320	465	8,681
South Indian	*1941-42*	*114,847*	*Nil*	*Nil*	*201·5*	*55,929*	*114·1*	*8,470*	*34·9*	*465*	*6,250*	*185,961*	*1,088*	*8,003*	*8,097*	*17,188*
	1942-43	76,712	Nil	Nil	208·1	63,535	126·3	9,014	39·2	549	5,677	155,487	1,080	9,015	8,095	18,220
Total 3' 3½" Gauge.	*1941-42*	*750,343*	*445*	*Nil*	*201·5*	*525,032*	*152·0*	*132,369*	*39·2*	*28,371*	*57,731*	*1,494,291*	*35,720*	*29,562*	*94,814*	*160,405*
	1942-43	604,234	282	Nil	198·8	569,220	167·2	143,359	40.4	24,929	60,188	1,402,212	35,332	25,757	91,528	152,617
2' 6" AND 2'0" GAUGES.																
Bengal & Assam.	*1941 42*	*1,650*	*Nil*	*Nil*	*497 7*	*Nil*	*538·8*	*Nil*		*170*	*22*	*1,872*	*Nil*	*Nil*	*36*	*36*
	1942-43	1,558	Nil	Nil	538·7	Nil	649·0	Nil		159	1	1,718	Nil	Nil	36	36
Bengal Nagpur	*1941-42*	*49,523*	*192*	*Nil*	*440·5*	*21,753*	*415·8*	*7,794*		*179*	*2,773*	*82,217*	*7,485*	*Nil*	*2,612*	*10,097*
	1942-43	50,743	21	Nil	463·4	33,200	464·1	10,143		266	2,309	96,682	7,342	1,555	3,311	12,208
Bombay, Baroda and Central India.	*1941-42*	*8,236*	*Nil*	*Nil*	*494·7*	*300*	*457·7*	*Nil*		*3*	*411*	*8,953*	*10*	*Nil*	*22*	*32*
	1942-43	6,870	Nil	Nil	560·5	385	493·6	Nil		Nil	399	7,654	6	Nil	Nil	6
Great Indian Peninsula.	*1941-42*	*12,728*	*Nil*	*25*	*473·7*	*Nil*	*548·9*	*578*	Not published.	*Nil*	*470*	*13,741*	*258*	*Nil*	*Nil*	*258*
	1942-43	8,874	Nil	13	471·5	284	470·5	531		Nil	305	9 907	199	Nil	Nil	199
Mysore State	*1941-42*	*4,243*	*Nil*	*Nil*	*344 6*	*221*	*372 7*	*69*		*Nil*	*53*	*4,591*	*Nil*	*Nil*	*Nil*	*Nil*
	1942-43	3,823	Nil	Nil	326·1	312	326·1	124		Nil	72	4,331	Nil	Nil	Nil	Nil
North Western	*1941-42*	*20,815*	*256*	*20*	*441·7*	*24,297*	*499·2*	*3 963*		*10*	*1,509*	*50,870*	*532*	*Nil*	*2,118*	*2,650*
	1942-43	17,332	264	37	472·6	23,726	586·1	3,939		15	2,265	47,678	571	Nil	1,941	2,512
South Indian †	*1941-42*	*945*	*Nil*	*Nil*	*355·9*	*1*	*295·1*	*Nil*		*Nil*	*Nil*	*946*	*8*	*Nil*	*2*	*10*
	1942 43	..	..	..	..	..	..	..		..	..	..	..	..	..	..
Total 2' 6" & 2'0" Gauges.	*1941-42*	*98,173*	*448*	*45*	*442 6*	*46,572*	*454 5*	*12,404*		*362*	*5,156*	*163 190*	*8,293*	*Nil*	*4,790*	*13,083*
	1942-43	89,200	285	50	464·8	57,907	496·7	14,737		440	5,351	167,970	8,118	1,555	5,283	14,961
TOTAL CLASS I RAILWAYS.	*1941-42*	*3,186,822*	*1,786*	*872*	*184·4*	*4,055,414*	*151·6*	*862,884*		*72,933*	*289,432*	*8,470,193*	*199,316*	*156 152*	*475,346*	*824,814*
	1942-43	2,718,442	1,449	728	185·3	4,185,477	161·1	949,793		67,192	349,895	8,272,976	207,350	196,990	449,602	853,942

† Lines closed on 31-10-41.

28.—*Efficiency Statistics of Class I Railways for the years 1941-42 and 1942-43.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal and Assam	*1941-42*	*343*	*138*	*908*	*3,133*	*6,430*
	1942-43	304	110	671	2,680	5,293
Bengal Nagpur	*1941-42*	*508*	*186*	*1,968*	*4,374*	*9,770*
	1942-43	441	163	1,820	4,001	9,593
Bombay, Baroda and Central India	*1941-42*	*673*	*243*	*2,106*	*5,317*	*10,431*
	1942-43	613	221	2,123	5,058	10,441
East Indian	*1941-42*	*761*	*212*	*2,069*	*4,862*	*8,874*
	1942-43	668	200	2,133	4,753	9,121
Great Indian Peninsula	*1941-42*	*726*	*243*	*2,277*	*5,440*	*10,888*
	1942-43	685	210	2,255	5,077	10,719
Madras and Southern Mahratta	*1941-42*	*807*	*234*	*2,065*	*5,075*	*9,844*
	1942-43	741	216	2,195	5,064	10,072
Nizam's State	*1941-42*	*744*	*204*	*†1,992*	*†4,792*	*†10,221*
	1942-43	622	185	2,004	4,579	10,550
North Western	*1941-42*	*688*	*218*	*1,696*	*4,115*	*7,440*
	1942-43	529	182	1,854	3,895	7,965
South Indian	*1941-42*	*480*	*149*	*1,366*	*3,427*	*7,142*
	1942-43	458	139	1,294	3,285	6,941
Average for 5′ 6″ gauge.	*1941-42*	*661*	*211*	*1,962*	*4,681*	*†9,107*
	1942-43	576	188	1,967	4,434	9,222
3′ 3½″ Gauge.						
Bengal and Assam	*1941-42*	*472*	*178*	*774*	*2,355*	*4,357*
	1942-43	318	125	432	1,577	2,937
Bengal and North Western	*1941-42*	*339*	*154*	*808*	*1,905*	*4,210*
	1942-43	326	145	758	1,778	3,737
Bikaner State	*1941-42*	*996*	*187*	*715*	*2,250*	*4,067*
	1942-43	939	162	741	2,203	3,203
Bombay, Baroda and Central India	*1941-42*	*725*	*196*	*1,119*	*2,572*	*4,422*
	1942-43	686	209	1,138	2,569	4,489
Jodhpur	*1941-42*	*849*	*132*	*1,013*	*2,320*	*4,496*
	1942-43	693	180	945	2,087	4,284
Madras and Southern Mahratta	*1941-42*	*645*	*164*	*819*	*2,243*	*3,344*
	1942-43	660	158	872	2,298	3,313
Mysore State	*1941-42*	*574*	*147*	*748*	*2,232*	*2,549*
	1942-43	496	133	846	2,259	2,625
Nizam's State	*1941-42*	*688*	*179*	*†1,011*	*†2,605*	*†4,980*
	1942-43	600	172	1,119	2,664	4,926
Rohilkund and Kumaon	*1941-42*	*229*	*104*	*558*	*1,342*	*3,098*
	1942-43	223	104	601	1,413	3,214
South Indian.	*1941-42*	*587*	*187*	*836*	*2,391*	*4,466*
	1942-43	603	196	991	2,546	4,616
Average for 3′ 3½″ gauge	*1941-42*	*515*	*174*	*†873*	*†2,250*	*†4,052*
	1942-43	466	160	814	2,078	3,745
2′ 6″ and 2′ 0″ Gauges.						
Bengal and Assam.	*1941-42*	**Nil*	*39*	*52*	*397*	*525*
	1942-43	*Nil	75	73	397	428
Bengal Nagpur	*1941-42*	*314*	*114*	*302*	*1,052*	*1,552*
	1942-43	313	107	290	993	1,514
Bombay, Baroda and Central India	*1941-42*	*271*	*76*	*224*	*660*	*946*
	1942-43	574	76	228	664	1,014
Great Indian Peninsula	*1941-42*	*438*	*104*	*237*	*1,068*	*1,088*
	1942-43	444	129	377	*1,254*	1,493
Mysore State	*1941-42*	*1,814*	*118*	*307*	*1,133*	*936*
	1942-43	1,537	118	422	1,288	1,083
North Western	*1941-42*	*481*	*89*	*228*	*925*	*1,014*
	1942-43	384	75	192	812	886
South Indian	*1941-42*	*482*	*101*	*225*	*768*	*919*
	1942-43	§	§	§	§	§

* Shunting operations generally performed by hand.

† Revised figures.

§ Lines closed for traffic from 31st October, 1941.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR 1942-43 (IN HUNDREDS).

29.—Statement of Principal Commodities carried by Class I

Railway	I.—Fuel.											
	Coal, Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	12,8	1,105,1	24,03.6	..	20,5	84,3	12 8	1 125,6	24 87 9	11,1	13,1	1,18,8
Bengal Nagpur	5,671,4	6,079,6	2,15 16,8	1,366,3	1,375,7	57,21,1	6,937,7	7,455,3	2,72 37 9	1	3,2	35,6
Bombay, Baroda and Central India	16,7	8 9,9	46 64,9	..	18,1	4 63 6	16,7	908,0	51,28 5	23,6	23,6	5,01 2
East Indian	7,443 0	8,329,7	3.79.23,3	2.942,8	3,073.2	2,14 42 3	10 385 8	1 402,9	5,93,70,6	1,6	3,4	41,6
Great Indian Peninsula	696,3	2,399,1	1,22 57,1	..	378.7	19,14 1	696,3	2.777,8	1,41,71,2	44,7	44,7	7,98 2
Madras and Southern Mahratta.	22,7	449,5	28 80,1	..	299,0	24 38 1	22.7	748 5	53,27,2	3,9	14,4	3.98,1
Nizam's State	642.4	688,3	29,39.5	451,6	452,8	15,20,8	1,094,0	1,141.1	44 70,3	5	4.8	1,06 2
North Western	123,1	1,464,8	63,48,6	3	3	1	123,4	1,465,1	63,48,7	57,0	57,3	14,86,9
South Indian	1	31,0	4,60,4	..	..	..	1	31.0	4,60,4	4	4	7,2
Total	14,528,5	21,438,0		4,761,0	5,618,3		19,289,5	27,056,3		142,9	164.9	
3′ 3⅜″ Gauge.												
Bengal and Assam	41,3	216,0	*	..	3	*	41,3	216,3	*	28	4,9	*
Bengal and North Western.	12,2	131,8	3,65,3	..	..	..	12,2	131,8	3,65,3	..	..	5
Bikaner State	31,8	32,5	25,9	..	1	1	31,8	32,6	26 0	..	4	4,0
Bombay, Baroda and Central India.	5,2	410,7	*	..	113,9	*	5,2	524,6	*	5	4,9	*
Jodhpur	2	15,8	18,4	..	6	4	2	16,4	18,8	4	4,4	73,0
Madras and Southern Mahratta.	7.4	58,8	*	..	166,8	*	7,4	225.6	*	9,8	13,1	*
Mysore State	1,2	57,2	1,64,0	..	..	..	1,2	57,2	1.64,0	1,7	2,1	21,3
Nizam's State	1	71,2	*	..	83,7	*	1	154,9	*	2,4	3,5	*
Rohilkund and Kumaon	4	9,4	10,3	..	..	..	4	9,4	10,3	..	..	..
South Indian	13,6	55,0	*	..	..	..	13,6	55,0	*	1	1	*
Total	113,4	1,058,4		..	303,4		113,4	1,423 8		17,7	33,4	
2′ 6″ and 2′ 0″ Gauges.												
Bengal and Assam	..	..	*	..	..	*	..	..	*	..	..	*
Bengal Nagpur	83,4	96,0	*	..	..	*	83,4	96 0	*	..	1	*
Bombay, Baroda and Central India	..	1,2	*	..	..	*	..	1 2	*	..	4	*
Great Indian Peninsula	..	10,5	*	..	..	*	..	10 5	*	1 2	1,2	*
Mysore State	..	..	‡	..	..	‡	..	..	‡	..	..	‡
North Western	54.0	69,5	*	..	..	*	54,9	69 5	*	8	7	*
Total	138.3	177,2		..	..		138 3	177.2		1,5	2,4	
Total, 1942-43	14,780,2	22,6:3,6	9,19,92,2	4,761,0	5,983,7	2,35,94,9	19,541,2	28,657,3	12,55,87,1	162,1	200,7	35,92,6
Total, 1941-42	17,786,3	27,837,1	10,96,04,4	4,812,1	6,189,9	3,37,79,1	22,598,4	34,027,0	14,33,83,5	224,4	266,1	44,01,4
Increase	..	..	..	..	..	..	..	..	..	..	..	..
Decrease	3,006,1	5,163,5	1,76,12,2	51,1	206,2	1,84,2	3,057,2	5,369,7	1,77,96,4	62,3	65,4	8,08,8

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1942-43. (In hundreds.)

II.—Heavy Merchandise.									
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
19,0	30.8	72.9	62,3	92,2	9,60.5	100,5	160,7	18,74.4	Bengal and Assam.
135,0	139,2	6 47,4	86.5	91,0	5,21,2	340,6	376,2	37,44,4	Bengal Nagpur.
196,7	258,5	11,91,5	3.6	6,9	63,2	35,0	91,2	19,48,9	Bombay, Baroda and Central India.
127,6	176.6	5,34.1	93,6	111 3	3,85.7	232,2	312.9	21,72.1	East Indian.
111,1	118.2	3,09,2	1,6	5,5	51.0	23.9	205,9	20,83,2	Great Indian Peninsula.
65,8	93,2	7.74 9	31,5	33,9	3,46,0	354,2	411,7	53,14.1	Madras and Southern Mahratta.
81,3	81,7	3,21,8	2,7	5,1	57 4	71,7	89 8	10,53,1	Nizam's State.
449,1	475,2	18,54,2	39.0	39 9	2,39,2	330,4	348.0	40,07,9	North Western.
63,7	63,9	5,74.6	15,9	93 7	15,33 8	56.1	305,1	43,12 5	South Indian.
1,249,3	1,437,3		342,7	482,5		1,544,6	2,300,5		Total.
									3′ 3½″ Gauge.
12,0	12,2	*	100,8	104,9	*	183,6	197,2	*	Bengal and Assam.
112,0	116.1	2,08,4	24,0	29,8	1,23.3	207,9	253 9	13,15,9	Bengal and North Western.
12,3	13,5	45,2	2	4	2,2	2,1	8,1	58,0	Bikaner State.
98,4	117,5	*	2	1,5	*	9,7	68,4	*	Bombay, Baroda and Central India.
23.5	26,2	65.0	6	8	3,9	6,8	19,1	1,69,3	Jodhpur.
90.6	91,8	*	15,4	16,4	*	150,6	169,8	*	Madras and Southern Mahratta.
61,9	63,4	2,02 1	8,0	8,1	38,7	56,5	75,0	3,51,1	Mysore State.
16,2	16,2	*	7	2,3	*	29,4	36,7	*	Nizam's State.
204,8	204,8	5,22,3	13,2	13,6	77,3	7,6	9,9	46,8	Rohilkund and Kumaon.
57,1	58,8	*	126 5	131,1	*	238,5	251,2	*	South Indian.
688.8	720,5		289.6	303,9		892,7	1,089,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	1	*	1	2	*	Bengal and Assam.
74,8	75,4	*	4.2	4,5	*	37,2	51,9	*	Bengal Nagpur.
23,4	23,6	*	2,9	2,9	*	1;1	2,8	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	2,9	*	Great Indian Peninsula.
16,5	16,5	‡	1,7	1,7	‡	10,9	10,9	‡	Mysore State.
9,1	13,8	*	2	2	*	6,5	10,1	*	North Western.
123,8	129,3		9,0	9,5		55,8	78 8		Total.
2,061,9	2,287,1	73,23,6	641.3	800.9	44,11,4	2,493.1	3,468,6	2,84,54,7	Total, 1942-43.
2,069,4	2,288,5	65,62,9	722,4	924,3	45,58,9	2,651,2	3,691,1	2,81,68,7	Total, 1941-42.
..	..	7,60,7	..	..	..	..	..	2,86,0	Increase.
7,5	1,4	..	81,1	123,4	1,47,5	158,1	222,5	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	73,3	81,6	7,29,4	..	..	..	..	..	..
Bengal Nagpur	100,5	142,6	14,83,3	14,9	27,2	2,36,0	2,3	8,7	86,6
Bombay, Baroda and Central India	65,2	120,4	25,72,4	20,2	174,8	34,43,1	38,3	174,0	36,52,4
East Indian	236,8	315,1	26,01,5	115,9	299,9	36,06,4	58,7	110,5	9,36,7
Great Indian Peninsula	264,6	382,2	52,76,0	78,0	128,5	17,01,2	144,9	286,9	31,69,2
Madras and Southern Mahratta	68,0	276,5	30,54,8	6,2	26,9	4,17,3	14,2	22,1	12,12,3
Nizam's State	46,1	170,0	14,72,9	1,8	28,5	3,02,2	43,0	59,5	10,95,2
North Western	324,3	371,0	40,64,0	895,9	945,2	89,41,5	204,5	219,0	17,83,8
South Indian	45,8	95,3	21,91,8	11,7	14,2	2,46,4	9,9	15,0	2,48,6
Total	1,224,6	1,954,7		1,144,6	1,645,2		515,8	895,7	
3′ 3⅜″ Gauge.									
Bengal and Assam	37,7	51,8	*	..	..	..	..	..	..
Bengal and North Western	121,9	136,8	7,06,0	59,3	66,4	4,21,2	‡	‡	‡
Bikaner State	33,2	38,3	2,83,5	39,0	53,3	4,60,1	24,5	28,5	1,99,7
Bombay, Baroda and Central India	60,9	126,1	*	46,5	228,9	*	63,8	132,7	*
Jodhpur	7,4	22,4	1,83,2	153,6	172,4	12,16,8	15,2	23,3	1,75,9
Madras and Southern Mahratta	27,2	98,8	*	7,6	22,6	*	72,4	117,8	*
Mysore State	19,6	45,1	2,29,8	4,9	15,7	71,8	18,6	18,8	1,07,5
Nizam's State	41,5	64,9	*	5,8	15,6	*	61,8	74,2	*
Rohilkund and Kumaon	29,9	37,7	1,73,9	28,8	30,1	1,12,2	11,6	12,6	59,6
South Indian	102,0	149,4	*	4,6	11,4	*	7,6	14,2	*
Total	481,3	771,3		359,1	616,4		275,5	422,1	
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	2	*	..	..	..	..	..	..
Bengal Nagpur	11,8	15,7	*	3,3	5,4	*	5,9	8,2	*
Bombay, Baroda and Central India	4,0	5,1	*	4	1,7	*	2,7	3,4	*
Great Indian Peninsula	5,3	6,7	*	..	6	*	14,1	15,0	*
Mysore State	1,3	1,5	††	1	1	††	1	1	††
North Western	14,8	21,8	*	6,3	16,4	*	1,7	1,9	*
Total	37,2	51,0		10,1	24,2		24,5	33,6	
Total, 1942-43	1,743,1	2,777,0	2,50,22,5	1,504,8	2,285,8	2,11,76,2	815,8	1,351,4	1,27,27,5
Total, 1941-42	1,709,8	2,766,3	2,33,94,1	2,020,5	2,954,3	2,89,11,9	651,5	973,1	78,88,4
Increase	33,3	10,7	16,28,4	..	..	..	164,3	378,3	48,39,1
Decrease	..	..	..	515,7	668,5	77,35,7	..	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Not recorded.

†† Shown under 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1942-43. (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
7,8	14,6	2,97,2	14,9	142,4	6,35,0	91,3	157,3	20,41,6	Bengal and Assam.
13,1	14,7	1,07,9	238,8	259,8	6,16,9	112,2	264,3	33,68,6	Bengal Nagpur.
21,0	58,2	13,51,2	390,5	417,7	18,48,2	324,5	350,9	83,70,5	Bombay, Baroda and Central India.
159,5	208,0	15,92,3	775,3	923,1	28,44,0	59,2	309,7	40,15,0	East Indian.
24,1	47,6	5,60,5	275,2	346,4	12,29,2	216,5	391,2	57,75,8	Great Indian Peninsula.
17,2	31,7	5,98,0	42,2	53,9	9,61,1	111,1	135,6	18,05,5	Madras and Southern Mahratta.
2,8	6,8	49,8	82,4	82,9	4,33,8	3,4	58,7	9,51,2	Nizam's State.
166,2	175,0	13,92,8	1,064,3	1,079,6	22,74,3	345,4	357,9	54,30,8	North Western.
6,8	13,0	3,16,7	12,3	12,6	3,18,0	6,8	48,2	15,91,6	South Indian.
418,5	569,6		2,895,9	3,318,4		1,270,4	2,073,8		Total.
									3′ 3½″ Gauge.
24,0	36,7	*	91,7	92,8	*	45,6	141,5	*	Bengal and Assam.
173,8	187,5	9,89,7	158,5	169,1	379,4	17,4	195,7	19,54,4	Bengal and North Western.
31,8	33,7	2,15,6	35,8	64,7	1,69,0	5	9,0	58,6	Bikaner State.
36,6	65,9	*	133,6	186,3	*	315,9	451,9	*	Bombay, Baroda and Central India.
10,2	13,7	1,15,0	117,2	120,6	4,80,0	56,4	64,2	3,12,9	Jodhpur.
24,3	32,5	*	219,8	227,7	*	20,2	99,3	*	Madras and Southern Mahratta.
23,9	25,3	1,60,8	22,2	35,8	1,10,2	2,2	30,3	1,49,2	Mysore State.
8	2,0	*	3	9,7	*	9	37,9	*	Nizam's State.
18,7	20,3	1,02,4	13,7	14,5	42,6	3,0	37,2	2,48,8	Rohilkund and Kumaon.
16,3	23,0	*	76,8	77,3	*	155,6	157,1	*	South Indian.
360,4	440,6		869,6	998,5		617,7	1,224,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	..	*	..	..	*	Bengal and Assam.
9	1,0	*	1,6	10,4	*	4,5	25,4	*	Bengal Nagpur.
5,0	7,0	*	8,0	11,3	*	..	3,7	*	Bombay, Baroda and Central India.
1,6	2,3	*	2	3	*	2	5,8	*	Great Indian Peninsula.
1,0	1,0	††	1	1	††	1,0	1,0	††	Mysore State.
1,6	4,4	*	26,3	26,3	*	4,8	7,5	*	North Western.
10,1	15,7		36,2	48,4		10,5	43,4		Total.
789,0	1,025,9	78,50,9	3,801,7	4,365,3	1,23,41,7	1,898,6	3,341,3	3,60,74,5	Total, 1942-43.
809,9	1,066,9	76,31,8	3,072,6	3,741,3	1,29,20,9	1,520,0	2,574,0	2,36,59,3	Total, 1941-42.
..	..	2,19,1	729,1	624,0	..	378,6	767,3	1,24,15,2	Increase.
20,9	41,0	..	..	..	5,79,2	..	..	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

Railway.	II.—Heavy Mer-								
	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	12,7	20,7	4,27,8	51,5	81,9	6,56,9	..	..	..
Bengal Nagpur	10,0	58,9	7,32,6	178,4	195,6	12,72,4	3,293,6	3,378,3	90,72,5
Bombay, Baroda and Central India	14,0	1,04,8	48,32,8	1,06,3	196,2	15,40,6	..	49,2	3,20,9
East Indian	180,5	310,9	25,73,6	207,1	304,6	17,27,8	3	19,6	1,25,4
Great Indian Peninsula	48,4	124,5	23,92,9	187,4	293,5	20,42,3	12,9	340,6	31,42,4
Madras and Southern Mahratta	6,9	46,8	7,22,8	8,9	81,4	10,66,1	15,1	22,2	1,80,3
Nizam's State	9	8,4	2,94,0	42,1	43,4	5,42,3	1	2,0	23,5
North Western	148,5	263,4	49,62,6	200,0	235,4	13,63,8	3	35,9	5,99,9
South Indian	6,3	27,5	4,64,1	112,2	116,1	14,73,7	..	..	..
Total	428,2	965,9		1,093,9	1,548,1		3,322,3	3,847,8	
3′ 3¼″ Gauge.									
Bengal and Assam	14,2	33,4	*	40,8	43,4	*	..	..	..
Bengal and North Western	407,6	411,0	41,82,2	109,8	120,7	5,71,9	†	†	†
Bikaner State	7,2	19,6	1,75,1	2,2	10,2	51,7	..	..	..
Bombay, Baroda and Central India	20,3	211,7	*	17,6	98,5	*	..	..	*
Jodhpur	3,2	18,6	2,01,9	1,3	6,9	39,0	1	1	1,3
Madras and Southern Mahratta	15,5	27,4	*	42,1	53,3	*	4,3	8,6	*
Mysore State	20,7	20,8	1,26,2	23,0	24,1	2,44,8	17,4	17,9	63,6
Nizam's State	19,0	19,6	*	6,6	9,5	*	..	1,9	*
Rohilkund and Kumaon	100,2	100,6	6,60,9	126,7	128,0	5,54,1	..	..	..
South Indian	20,6	25,3	*	39,7	47,8	*	..	..	..
Total	628,5	888,0		409,8	542,4		21,8	28,5	
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	..	*	..	..	*	..	..	..
Bengal Nagpur	1,4	7,7	*	110,3	113,6	*	88,5	88,6	*
Bombay, Baroda and Central India	6	2,8	*	38,5	41,1	*	49,1	49,1	*
Great Indian Peninsula	1	2,0	*	6,3	6,6	*	..	..	*
Mysore State	5	5	††	6,6	6,7	††	..	..	††
North Western	1,0	6,6	*	4,3	5,8	*	34,6	34,6	*
Total	3,6	19,6		166,0	173,8		172,2	172,3	
Total, 1942-43	1,060 3	1,873,5	2,27,49,5	1,669,7	2,264,3	1,31.47,4	3,516,3	4,048,6	1,35,29,8
Total, 1941-42	1,308,7	2,404,7	2,64,23,7	1,852,8	2,657,5	1,51,67,2	4,172,8	4,735,0	1,74,20,2
Increase	..	..	..	..	..	..	..	..	..
Decrease	248,4	531,2	36,74,2	183,1	393,2	20,19,8	656,5	686,4	38,90,4

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown under 3′ 3¼″ Gauge.

Railways and the earnings therefrom for the year 1942-43. (In hundreds)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
8,7	21,8	3,76,1	5	4,4	64,8	23,5	61,3	11,68,7	Bengal andAssam.
87,9	117,9	13,25,8	1,2	15,4	5,47,8	7,6	13,9	6,19,2	Bengal Nagpur.
83,9	162,6	32,41,9	107,4	215,6	70,93,8	10,8	10,9	14,19,1	Bombay, Baroda and Central India.
309,7	445,1	54,55,1	6,0	119,9	24,31,9	2	38,5	19,49,8	East Indian.
194,9	486,1	78,05,2	100,2	189,7	58,63,0	84,5	86,9	52,55,0	Great Indian Peninsula.
105,1	174,3	52,92,7	19,1	48,7	16,39,0	4,4	22,9	8,03,3	Madras and Southern Mahratta.
93,7	144,4	21,53,1	1,9	15,5	10,34,2	..	5,0	1,02,1	Nizam's State.
428,9	489,7	54,50,9	256,1	276,0	88,81,2	46,8	47,4	30,44,6	North Western.
42,9	100,0	36,05,3	23,1	32,0	8,18,1	23,2	23,6	9,01,8	South Indian.
1,355,7	2,141,9		515,5	9,17,2		201,1	310,4		Total.
									3′ 3¼″ Gauge.
31,3	39,8	*	2	1,0	*	17,2	21,0	*	Bengal and Assam.
135,1	144,3	8,74,3	†	†	†	5	7,8	2,45,5	Bengal and North Western.
20,8	34,8	2,22,6	2,1	4,5	60,2	..	..	..	Bikaner State.
103,0	224,6	*	38,8	142,0	*	2,0	11,7	*	Bombay, Baroda and Central India.
75,8	97,4	8,38,2	56,1	77,8	11,48,5	..	2,6	96,4	Jodhpur.
166,7	224,7	*	34,6	48,7	*	5,7	5,7	*	Madras and Southern Mahratta.
36,7	42,8	2,35,4	3,8	16,4	1,73,8	1,7	1,8	33,5	Mysore State.
119,6	123,2	*	36,9	37,1	*	2	2	*	Nizam's State.
31,1	32,3	1,60,9	1	1,8	7,6	1	3,4	42,4	Rohilkund and Kumaon.
191,6	242,2	*	22,2	36,5	*	5,2	5,6	*	South Indian.
911,7	1,203,1		194,8	365,8		32,6	59,8		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	..	*	..	..	*	Bengal and Assam.
20,1	22,1	*	1,4	1,4	*	1	5,5	*	Bengal Nagpur.
5,6	7,4	*	10,6	10,7	*	..	..	*	Bombay, Baroda and Central India.
18,3	18,5	*	13,4	13,4	*	..	..	*	Great Indian Peninsula.
1,2	1,2	††	..	..	††	..	..	††	Mysore State.
1,1	2,5	*	..	..	*	1	8	*	North Western.
46,3	51,7		25,4	25,5		2	6,3		Total.
2,313,7	3,399,7	3,70,37,5	735,7	1,308,5	2,97,64,0	233,9	376,5	1,56,81,4	Total, 1942-43.
2,558,1	3,820,4	3,87,25,9	918,0	1,483,1	3,31,87,7	232,3	340,6	93,97,8	Total, 1941-42.
..	..	..	..	..	..	1,6	35,9	62,83,6	Increase.
244,4	420,7	16,88,4	182,3	1,74,6	34,23,7	..	..	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

Railway.	II—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Cement.			(17) Total heavy merchandise. (Item 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	9,6	26,8	6,45,8	4,8	32,1	4,85,9	461,4	897,8	1,03,64,1
Bengal Nagpur	1,2	6,6	1,66,3	7,1	136,3	14,66,0	4,495,9	5,107,4	2,53,67,5
Bombay, Baroda and Central India	5,6	5,8	2,12,4	152,3	163,9	19,11,7	1,378,6	2,303,1	4,38,28,1
East Indian	2	29,8	6,02,8	377,7	483,6	35,79,5	2,818,9	4,342,5	3,65,99,6
Great Indian Peninsula	37,8	37,9	12,44,8	373,8	404,7	27,88,2	2,068,7	3,758,1	5,03,79,9
Madras and Southern Mahratta	14,8	20,9	8,54,0	80,0	109,5	12,69,5	898,9	1,522,0	2,55,36,8
Nizam's State	1	3,7	64,9	1,5	46,7	3,29,3	394,2	769,4	99,62,1
North Western	8,6	8,7	2,96,9	180,0	192,6	17,04,2	4,639,2	5,084,7	5,44,38,4
South Indian	23,3	23,4	6,39,6	100,0	100,8	15,56,4	496,4	1,020,5	2,02,18,4
Total	101,2	163,6		1,277,2	1,670,2		17,652,2	24,805,5	
3′ 3¾″ Gauge.									
Bengal and Assam	23,2	26,3	*	14,5	43,5	*	624,8	833,3	*
Bengal and North Western	8	18,0	2,83,6	3,5	16,9	47,7	1,420,1	1,757,9	1,20,98,1
Bikaner State	..	..	..	6,1	13,8	59,4	205,5	318,9	20,15,7
Bombay, Baroda and Central India	2	2,0	*	34,4	72,2	*	883,5	2,024,4	*
Jodhpur	..	3	8,2	1,9	6,8	63,3	505,8	647,0	50,54,8
Madras and Southern Mahratta	17,9	18,0	*	6,4	12,5	*	830,7	1,183,8	*
Mysore State	6	2,8	29,0	16,4	21,3	1,23,6	276,2	402,0	22,49,0
Nizam's State	..	1,0	*	8	3,3	*	324,3	439,1	*
Rohilkund and Kumaon	..	5	4,2	8	7,1	34,3	385,5	449,6	23,28,0
South Indian	16,0	16,5	*	50,8	92,0	*	1,074,0	1,280,6	*
Total	58,7	85,4		135,6	289,4		6,530,4	9,336,6	
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	..	*	..	..	*	1	5	*
Bengal Nagpur	..	5	*	2,2	1,12	*	293,4	373,1	*
Bombay, Baroda and Central India	..	..	*	1	1,2	*	128,6	155,2	*
Great Indian Peninsula	..	..	*	..	1	*	59,5	74,3	*
Mysore State	..	..	††	1	4,7	††	24,6	29,5	††
North Western	..	..	*	8	4,3	*	104,1	143,2	*
Total	..	5		3,2	21,5		610,3	775,8	
Total, 1942-43	159,9	249,5	50,52,5	1,416,0	1,981,1	1,54,19,0	24,792,9	34,917,9	30,04,40,5
Total, 1941-42	331,7	544,0	76,51,4	1,729,9	2,418,0	1,95,94,6	26 262,2	37,094,6	30,47,02,5
Increase	..	..	..	..	..	..	..	..	..
Decrease	171,8	294,5	25,98 9	313,9	436,9	41,75,6	1,469,3	2,176,7	42,62,0

*Shown under 5 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded. †† Shown under 3′ 3¾″ Gauge.

Railways and the earnings therefrom for the year 1942-43. (*In hundreds*)—contd.

III. Light Merchandise.									
(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
6	1,4	43,9	16,1	22,6	4,01,0	11,3	17,3	1,73,6	Bengal and Assam.
1	1	2,6	29,0	96,7	22,27,7	41,7	51,4	2,61,6	Bengal-Nagpur.
3,4	3,8	1,36,8	133,7	154,8	1,03,61,2	204,1	209,8	11,20,1	Bombay, Baroda and Central India.
1,8	4,0	97,9	88,6	123,6	27,49,7	160,7	194,8	10,43,2	East Indian.
8	1,5	30,4	100,0	152,3	47,79,2	127,3	165,5	9,67,9	Great Indian Peninsula.
1,5	2,8	2,83,8	33,7	98,3	26,32,3	40,3	85,0	9,69,1	Madras and Southern Mahratta.
6	8	24,4	6,1	15,8	5,44,6	3,6	7,2	81,4	Nizam's State.
26,1	27,7	3,28,9	69,3	145,8	37,61,9	207,5	264,0	14,82,9	North Western.
5,7	9,6	3,09,3	61,7	73,6	25,21,3	12,1	16,3	2,42,3	South Indian.
40,6	51,7		538,2	883,5		808,6	1,011,3		Total.
									3′ 3-3/8″ Gauge.
1,9	2,0	*	3,5	13.3	*	21,6	23,7	*	Bengal and Assam.
†	†	†	36,7	57,3	10,27,5	33,2	36,7	1,73,3	Bengal and North Western.
1,7	2,0	18,8	1.9	4,7	65,5	7,1	7,3	65,0	Bikaner State.
2,5	4,5	*	103,6	146,6	*	15,7	27,9	*	Bombay, Baroda and Central India.
39,3	39,6	2,69,8	5,9	24,1	6,13,5	11,0	15,8	1,23,5	Jodhpur.
15,6	16,5	*	22.3	43,2	*	56,5	91,3	*	Madras and Southern Mahratta.
6	1,8	12,8	9,5	13,5	1,51,7	3,4	4,4	24,1	Mysore State.
7	7	*	7,3	10,3	*	3,6	4,3	*	Nizam's State.
1	2	2,2	4,5	12,5	1,06,6	5,4	6,6	27,6	Rohilkund and Kumaon.
10,1	11,8	*	78,2	85,9	*	12,5	15,0	*	South Indian.
72,5	79,1		273,4	411,4		170,0	238,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	1	2	*	..	..	*	Bengal and Assam.
1	1	*	5,4	9,0	*	7,0	9,8	*	Bengal-Nagpur.
6	6	*	2	9	*	1,0	1,2	*	Bombay, Baroda and Central India.
..	..	*	1,0	1,2	*	2,4	12,9	*	Great Indian Peninsula.
...	..	††	2	4	††	1	1	††	Mysore State.
4	4	*	2	2,4	*	3,2	5,0	*	North Western.
1,1	1,1		7,1	14,1		13,7	29,0		Total.
114,2	131,9	15,66,6	818,7	1,309,0	3,19,43,7	992,3	1,273,3	67,55,6	Total, 1942-43.
148,9	174,9	19,55,1	796,5	1,326,8	3,01,98,1	1,095,9	1,461,9	74,70,1	Total, 1941-42.
..	..	..	22,2	..	17,45,6	..	.1	..	Increase.
34,7	43,0	3,88,5	..	17,8	..	103,6	188,6	7,14,5	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc.			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	66,9	81,5	7,59,1	12,4	22,9	4,82.1	196,0	375,5	62,45,1
Bengal-Nagpur	31,6	62,7	9,91,4	6,9	22,3	3,41,0	20,9	35,7	3,62,9
Bombay, Baroda and Central India	28,3	56,0	15,76.3	13,1	78,9	29,49,5	..	..	..
East Indian	1,003,2	1,038,5	23,41,5	196,4	223,1	23,71,0	48,4	71,9	6,08,1
Great Indian Peninsula	61,2	89,7	11,70,8	71,3	154,5	20,69,5	1	9.9	1,54,0
Madras and Southern Mahratta	55,1	108,5	15,26,6	26,4	38,1	10,51,7	§	§	§
Nizam's State	3,4	9,6	2,96,2	1,4	3,9	1,28,7	..	..	4
North Western	223,9	286,3	23,79,7	300,4	349,6	41,80,9	9	1,3	20,1
South Indian	69,9	83,6	18,97,2	19,0	21,9	6,64,9	..	..	..
Total	1,543,5	1,816,4		647,3	915,2		266,3	494,3	
3′ 3-3/8″ Gauge.									
Bengal and Assam	57,1	65,1	*	17,8	38,0	*	232,4	236,1	*
Bengal and North Western	906,1	909,9	12,11,1	70,4	84,3	5,93 8	17,0	38,8	4,33,7
Bikaner State	2,2	7,8	55,4	3,9	10,1	88,0	..	1	2
Bombay, Baroda and Central India	96,9	115,3	*	18,6	128,7	*	..	..	..
Jodhpur	8,9	20,7	1,69,4	5,3	17,8	1,76,1	..	..	1
Madras and Southern Mahratta	35,7	46,0	*	61,1	75,1	*	§	§	§
Mysore State	56,8	61,7	2,19.5	7,7	8,3	53,9	..	..	..
Nizam's State	65,7	70,8	*	6,4	9,5	*	..	..	*
Rohilkund and Kumaon	519,3	525,5	5,21.9	43,6	44.0	2,71,2	..	..	..
South Indian	194,2	215,1	*	32,6	39,4	*	..	..	..
Total	1,942,9	2,037,9		267,4	455,2		249,4	275,0	
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	..	*	..	..	*	..	..	*
Bengal-Nagpur	3,8	5,8	*	1,0	3,0	*	..	..	*
Bombay, Baroda and Central India	9	1,4	*	2	1,2	*	..	..	..
Great Indian Peninsula	1	1	*	17,6	20,2	*	..	..	*
Mysore State	12,6	12,7	†	1,9	1,9	†	..	..	..
North Western	15,5	16,8	*	3,0	7,2	*	..	..	*
Total	32,9	36,8		23,7	33,5		..	..	
Total, 1942-43	3,519,3	3,891,1	1,51,16,1	938,4	1,403.9	1,54,22,3	515.7	769,3	78,24,6
Total, 1941-42	3,321,3	3,757,3	1,45,91,1	913,1	1,477,4	1,37,96,6	921,8	1,379,0	1,19,43,5
Increase	198,0	133,8	5,25,0	25,3	..	16,25,7	..	..	..
Decrease	..	..	..	..	73,5	..	406,1	609,7	41,18,9

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

§ Included under "Other Commodities."

† Shown under 3′ 3⅜″ Gauge.

Railways and the earnings therefrom for the year 1942-43. (In hundreds)—contd.

Merchandise—*contd.*

(7) Jute manufactured.			(8) Iron and Steel, wrought.			(9) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
94	95	96	97	98	99	100	101	102	103
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
35,1	36,9	2,99,2	32,3	88,4	6,58,2	33,3	71,3	12,59,7	Bengal and Assam.
147,4	169,0	32,50,7	507,6	541,8	54,27,7	3,1	30,3	12,01,0	Bengal-Nagpur.
14,8	29,5	10,72,8	34,2	49,5	16,63,7	25,5	26,6	8,61,4	Bombay, Baroda and Central India.
7,4	8,0	2,25,7	354,8	533,0	74,61,6	6,1	59,5	10,29,3	East Indian.
23,4	166,7	25,33,5	48,8	190,7	33,35,2	119,0	120,1	43,16,6	Great Indian Peninsula.
17,4	61,8	11,36,3	25,6	87,4	18,05,6	6,5	13,5	4,77,7	Madras and Southern Mahratta.
3,6	9,1	1,94,0	5,1	16,6	3,00,1	2	4,7	1,12,2	Nizam's State.
63,0	122,1	23,66,7	69,6	130,6	24,50,6	28,5	28,8	9,66,6	North Western.
7,9	17,2	5,46,3	9,1	27,7	7,15,8	6,2	6,3	2,23,2	South Indian.
320,0	620,3		1,087,1	1,665,7		228,4	361,1		Total.
									3′ 3-3/8″ Gauge.
25,4	28,4	*	12,1	20,7	*	41,5	49,6	*	Bengal and Assam.
24,2	41,9	5,83,9	16,0	28,9	2,52,0	5,6	10,8	1,25,8	Bengal and North Western.
..	..	..	1,2	3,0	23,2	3	1,3	10,1	Bikaner State.
13,8	34,2	*	14,0	35,1	*	1,0	15,3	*	Bombay, Baroda and Central India.
4,7	14,1	1,57,6	2,2	13,1	2,31,3	6	4,6	1,08,6	Jodhpur.
9,7	20,6	*	10,4	27,4	*	16,0	18,4	*	Madras and Southern Mahratta.
4,0	8,5	58,8	17,9	21,7	1,36,7	1,2	4,8	40,1	Mysore State.
2,5	6,4	*	2,8	5,2	*	2	2,2	*	Nizam's State.
6	2,4	17,8	1,4	3,1	21,7	1,0	1,9	12,9	Rohilkund and Kumaon.
22,2	28,5	*	22,7	29,7	*	9,2	10,1	*	South Indian.
107,1	185,0		100,7	187,9		76,6	119,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	1	*	..	..	*	..	..	*	Bengal and Assam.
1,3	2,4	*	2,3	3,5	*	9	3,7	*	Bengal-Nagpur.
4	1,2	*	5	1,3	*	1	1,2	*	Bombay, Baroda and Central India.
1	6	*	1,2	1,6	*	1,2	2,1	*	Great Indian Peninsula.
3	4	†	1	1	†	2	2	†	Mysore State.
8	1,4	*	9	1,2	*	2	1,1	*	North Western.
2,9	6,1		5,0	7,7		2,6	8,3		Total.
430,0	811,4	1,24,43,3	1,192,8	1,861,3	2,44,83,4	307,6	488,4	107,45,2	Total, 1942-43.
267,5	490,6	59,42,5	1,499,9	2,302,9	2,84,98,9	388,1	546,4	80,48,2	Total, 1941-42.
162,5	320,8	65,00,8	..	..	..	..	..	26,97,0	Increase.
..	..	..	3,07,1	441,6	40,15,5	80,5	58,0	..	Decrease.

29.—*Statement of Principal Commodities carried by* ***Class I***

III.—Light

Railway.	(10) Petrol in tins.			(11) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
104	105	106	107	108	109	110
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	5,3	5,6	1,68,2	13,7	26,1	7,79,0
Bengal Nagpur	2,0	2,7	46,9	13,2	39,6	11,08.6
Bombay, Baroda and Central India	3,1	3,3	1,77,5	47,5	54,7	17,00,1
East Indian	3,6	6,0	91,6	23,5	46,0	10.21,4
Great Indian Peninsula	12,3	14,2	7,88.2	7,3	41,8	13.68,7
Madras and Southern Mahratta	2,1	2,9	91,0	51,4	69.2	17,91,7
Nizam's State	3	6	16,1	1,9	14,1	4.59,1
North Western	7,3	7,8	2,20,0	25,4	35,7	8,48,5
South Indian	1.0	1,1	33,9	15,9	25,0	6,34,6
Total	37,0	44,2		199.8	252,2	
3′ 3-3/8″ Gauge.						
Bengal and Assam	4,7	5,6	*	25,9	29,9	*
Bengal and North Western	2	2	7,2	23,5	27,7	5,22,4
Bikaner State	..	6	4,9	8	2,7	27,4
Bombay, Baroda and Central India	1,2	2,3	*	12,9	29,4	*
Jodhpur	3	8	27,7	1,2	6,5	1,19,3
Madras and Southern Mahratta	7	1,1		25,3	32,4	*
Mysore State	4	5	5,6	5,0	8,0	93,6
Nizam's State	1	2	*	2,5	6,3	*
Rohilkund and Kumaon	2	2	2,8	3,1	5,2	49,7
South Indian	9	1.0	*	8,2	12,3	*
Total	8,7	12,5		108,4	160,4	
2′ 6″ and 2′ 0″ Gauges.						
Bengal and Assam	..	..	*	..	3	*
Bengal Nagpur	5	6	*	4,0	7,3	*
Bombay, Baroda and Central India	..	1	*	5	7	*
Great Indian Peninsula	..	..	*	..	5	*
Mysore State	..	..	††	1	1,0	††
North Western	5	6	*	4	1,2	*
Total	1,0	1,3		5,0	11.0	
Total, 1942-43	46,7	58,0	16,81,6	313,2	523,6	1,05,24,1
Total, 1941-42	41,2	48,6	7,89,0	356.6	578,9	1,08,72,6
Increase	5,5	9,4	8,92,6	..	..	..
Decrease	..	..	..	43,4	55,3	3,48,5

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Shown under 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1942-1943. (*In hundreds*)—contd.

Merchandise—*concld.*

(12) Provisions.			(13) Vegetable oils. †			(14) Total light merchandise. (Items 1 to 13.)			Railway.
Originating on Home line whether local or foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
111	112	113	114	115	116	117	118	119	120
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
34,8	116,6	47,33,4	6,5	19,6	4,66,1	464,3	885,7	1,64,73,6	Bengal and Assam.
87,5	149,9	33,67,5	26,6	56,0	9,86,2	917,6	1,258,2	1,95,75,8	Bengal-Nagpur.
85,6	142,2	43,15,4	42,3	51,1	14,63,7	635,6	860,2	2,73,98,5	Bombay, Baroda and Central India.
85,0	158,4	37,41,5	62,1	78,1	14,42,6	2,041,6	2,544,9	2,42,25,1	East Indian.
78,5	207,3	47,51,4	58,6	110,9	28,65,7	708,6	1,425,1	2,91,31,1	Great Indian Peninsula.
58,8	157,4	39,24,5	27,4	64,2	12,76,6	346,2	789,1	1,69,66,9	Madras and Southern Mahratta.
15,4	31,2	6,46,6	21,2	37,0	5,84,5	62,8	150,6	33,88,3	Nizam's State.
96,8	134,2	38,80,2	52,8	81,4	12,97,6	1,171,5	1,615,3	2,41,84,6	North Western.
124,4	161,1	42,27,4	46,4	50,6	7,91,9	379,3	494,0	1,28,08,1	South Indian.
666,8	1,258,3		343,9	548,9		6,727,5	10,023,1		Total.
									3′ 3-3/8″ Gauge.
119,0	132,4	*	16,0	27,7	*	578,9	672,5	*	Bengal and Assam.
60,6	72,8	11,79,6	3,5	5,1	69,0	1,197,0	1,314,4	61,79,3	Bengal and North Western.
1,1	2,9	28,5	8	1,2	11,1	21,0	43,7	3,98,1	Bikaner State.
32,8	93,2	*	12,6	23,7	*	325,6	656,2	*	Bombay, Baroda and Central India.
4.8	21,0	3,10,3	1,8	4,6	62,3	86,0	182,7	23,69,5	Jodhpur.
63,6	127,2	*	28,9	41,9	*	345,8	541,1	*	Madras and Southern Mahratta.
74.0	85,6	6,07,1	6,5	11,9	79,7	187,0	230,7	14,83,6	Mysore State.
5,6	13,3	*	19,1	21,3	*	116,5	150,5	*	Nizam's State.
7,0	11,2	1,04,7	9	1,1	8,6	587,1	613,9	11,47,7	Rohilkund and Kumaon.
112,2	148,3	*	20,1	23,3	*	523,1	620,4	*	South Indian.
480,7	707,9		110,2	161,8		3,968,0	5,026,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
3,2	3,7	*	..	..	*	3,3	4,3	*	Bengal and Assam.
11,1	21,2	*	1,9	2,9	*	39,3	69,3	*	Bengal-Nagpur.
6,4	9,0	*	2,2	2,6	*	13,0	21,4	*	Bombay, Baroda and Central India.
9	2,3	*	1,6	1,7	*	26,1	43,2	*	Great Indian Peninsula.
6,0	6,1	††	..	..	††	21,5	22,9	††	Mysore State.
5,2	7,4	*	1	1,6	*	30,4	46,3	*	North Western.
32,8	49,7		5,8	8,8		133,6	207,4		Total.
1,180,3	2,015,9	3,58,18,1	459,9	719,5	1,14,05,6	10,829,1	15,256,6	18,57,30,2	Total, 1942-43.
1,285,2	2,117,9	3,57,72,0	469,9	727,8	1,10,27,3	11,505,9	16,390,4	18,09,05,0	Total, 1941-42.
..	..	46,1	..	..	3,78,3	..	..	48,25,2	Increase.
104,9	102,0	..	10,0	8,3	..	676,8	1,133,8	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
121	122	123	124	125	126	127	128	129	130
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	249,7	526,9	1,39,57,7	1,175.4	2,310,4	4.07,95,4	249,1	507,2	45,82,0
Bengal-Nagpur	1,993,3	2,252,7	1.93,32,7	7,406,8	8,618,3	6,42,76,0	712,4	986.9	1,07,08,7
Bombay, Baroda and Central India	754,9	967,9	2,29,78,8	2,769,1	4,131,2	9,42,05,4	182,4	235,7	40,64,2
East Indian	1,929,3	2.521,2	3,51,53,4	6,789,8	9,408,6	9,59,78,1	1,079,0	1,617,6	1,66,28,6
Great Indian Peninsula	1,255,4	1,726,9	3.14,96,6	4,032,7	6,910.1	11.10,07,6	1,591,7	2,514,5	3,27,07,2
Madras and Southern Mahratta	312,1	660,8	1,12,99,2	1,557,2	2,971,9	5,38,02,9	167,7	343,6	41,58,0
Nizam's State	88,1	184,5	29,44,8	543,1	1,104,5	1,62,95,2	34,2	213,0	16,21,6
North Western	1,194,1	1,499,2	2,51,57,1	7,004,8	8,199,2	10,37,80,1	3,128,2	3,673,7	2,20,79,7
South Indian	368,7	477,4	97,32,2	1,244,4	1,991,9	4.27,58,7	87,3	106,7	12,47,7
Total	8,145,6	10,817,5		32,525,3	45.646,1		7,232,0	10,198,9	
3′ 3-3/8″ Gauge.									
Bengal and Assam	257,6	323,3	*	1,461,3	1.829,1	*	673,4	752,3	*
Bengal and North Western	—52.9	105,4	25,03,5	2,564,2	3,177,7	2,07,80,9	671,7	674.0	16,08,3
Bikaner State	44,1	58,2	5,62,5	270,6	420,7	29,76,3	..	4	2,4
Bombay, Baroda and Central India	280,4	530,4	*	1,489.5	3,211,0	*	36,3	197,9	*
Jodhpur	71,8	114,4	18,77,0	663,6	944,1	93.01,3	308,3	374,8	8,39,1
Madras and Southern Mahratta	157,2	243,8	*	1,333,7	1,968,7	*	54,7	111,8	*
Mysore State	84,2	158,0	15,81,4	547,4	790,7	53,14.0	26,0	56,5	1,60,4
Nizam's State	57,6	83,8	*	498,4	673,4	*	5,2	26,7	*
Rohilkund and Kumaon	68,1	95.8	6,44,3	1,040,7	1,159,3	41,20.0	241,0	257,2	6,89,2
South Indian	246,6	399,0	*	1,843,7	2,300,0	*	26,1	43,4	*
Total	1,214,7	2,112,1		11,713.1	16.474,7		2,042,7	2,495.0	
2′ 6″ and 2′ 0″ Gauges									
Bengal and Assam	1	2	*	3,5	5,0	*	..	1	*
Bengal Nagpur	98,1	109,9	*	430,8	552,3	*	53,6	88,5	*
Bombay, Baroda and Central India	27,8	33,2	*	169,4	209,8	*	9	9	*
Great Indian Peninsula	5,4	7,7	*	91,0	125,2	*	7,4	7,4	*
Mysore State	6.7	7,3	†	52,8	59,7	†	5	6	†
North Western	44,1	71,3	*	178,6	260,8	*	36,2	84,5	*
Total	182,2	229,6		926,1	1,212,8		98,6	182,0	
Total, 1942-43	9,542,5	13,159,2	17,92,21,2	45,164,5	63,333,6	66,53.91,9	9,373,3	12,875,9	10,10,97,1
Total, 1941-42	10,100,4	13,784,9	14,86,65,8	47,868,5	67,269,9	63,42.73,3	3,837,6	5,620,6	4,30,27,2
Increase	..	..	3,05,55,4	..	..	3,11,18,6	5,535,7	7,255,3	5,80,69,9
Decrease	557,9	625,7	..	2,704,0	3,936,3	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3½″ gauge.

Railways and the earnings therefrom for the year 1942-43. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
131	132	133	134	135	136	137	138	139	140
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
2,5	2,7	1,04,6	133,1	135,1	1,81,8	19,1	324,6	9,84,8	Bengal and Assam.
14,7	15,8	1,84,1	157,1	181,7	8,39,0	1,235,0	1,235,0	30,63,5	Bengal-Nagpur.
39,4	60,0	28,49,0	123,5	127,7	2,51,1	12,2	385,7	16,53,5	Bombay, Baroda and Central India.
37,1	46,4	14,64.8	546,8	552.4	6,25,9	1,937,6	1,937,6	62,31,8	East Indian.
22,4	23,8	3,85,6	255,3	312,2	10,18,9	868,8	1,372,5	39,31,2	Great Indian Peninsula.
8,3	9,3	1,87,2	18.2	48,5	2.82.3	16,0	581,3	33,13,3	Madras and Southern Mahratta.
2	4	29,2	17,6	26,9	66,2	240,2	240,3	4,36,8	Nizam's State.
37,4	37,5	8,60,0	198,1	198,1	3,97,2	46,8	1,310,8	61,01,9	North Western.
1,3	2,0	94,6	148,0	148,2	25,6	19,2	126,8	7,31,4	South Indian.
163,3	197,9		1,597,7	1,730,8		4,394.9	7,514,6		Total.
									3′ 3-3/8″ Gauge.
3,5	3,8	*	48,4	49,4	*	67,1	199,4	*	Bengal and Assam.
5,9	6,8	89,0	50,4	50,8	68,0	37,8	242,3	4;72,3	Bengal and North Western.
3	6	17,3	3	3	2	2,6	28,0	50,5	Bikaner State.
27,1	31,9	*	61,9	69,5	*	9,8	212,1	*	Bombay, Baroda and Central India.
1,1	1,3	37,7	14,8	17,6	22,3	7,4	69,9	1,63,5	Jodhpur.
1,5	1,9	*	6,2	21,4	*	207,9	208,2	*	Madras and Southern Mahratta.
2,1	2,8	33,2	11,0	11,5	26,0	1,7	78,7	94,7	Mysore State.
1,3	1,4	*	8,2	9,2	*	31,1	47,4	*	Nizam's State.
3	4	4,8	50,4	50,8	1,07,0	56,3	56,3	27,2	Rohilkund and Kumaon.
1,7	1,9	*	26,8	27,4	*	102,4	203,7	*	South Indian.
44,8	52,8		278,4	307,9		524,1	1,346,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	..	*	..	..	*	Bengal and Assam.
1	1	*	21,6	21,7	*	84,3	85,3	*	Bengal-Nagpur.
1	1	*	2,3	2,3	*	1,1	1,2	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
..	..	†	1,2	1,2	†	..	8	†	Mysore State.
3	4	*	5,2	6,5	*	15,9	15,9	*	North Western.
5	6		30,3	31,7		101.3	103,2		Total.
208,6	251,3	63,41,1	1,906.4	2,070,4	39,11.5	5,020,3	8,963,8	2,72,56,4	Total, 1942-43.
187,0	230,0	60,13,6	2,544,2	2,755,0	43,51,1	4,770,3	9,088,6	2,70,63,6	Total, 1941-42.
21,6	21,3	3,27,5	..	..	..	250,0	..	1,92,8	Increase.
..	..	..	637,8	684,6	4,39,6	..	124,8	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1942-43. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
141	142	143	144	145	146	147	148	149	150
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	521,5	565,7	10,42,6	540.6	890,3	20,27,4	2,143,6	5,016,2	5,03,70,8
Bengal-Nagpur	657,9	677,4	5,07,3	1,892,9	1,912,4	35,70,8	17,256,7	19,312,8	10,74,99,5
Bombay, Baroda and Central India	219,1	229,5	1,86,4	231,3	615,2	18,39,9	3,582,7	6,359,9	11,00,30,8
East Indian	1,471,0	1,509,2	13,28,4	3,408,6	3,446,8	75,60,2	22,376,3	26,654,7	18,22,03,9
Great Indian Peninsula	1,045,6	1,045,6	4.23,2	1,914,4	2,418,1	43,54,4	8,668,6	15,119,4	16,47,52,3
Madras and Southern Mahratta	235,4	239,8	2,90,6	251,4	821,1	36,03,9	2,095,2	5,050,5	6,85,34,5
Nizam's State	106,8	107,8	1,29,3	347,0	348,1	5,66,1	2,119,9	2,920,5	2,34,76,6
North Western	1,045,3	1,082,1	10.53,0	1,092,1	2,392,9	71,54,9	12,090,1	16,499,0	14,39,61,7
South Indi'	323,1	329,8	2,48,0	342.3	456,6	9,79,4	1,887,5	2,800.7	4,61,48,2
Total	5,625,7	5,786,9		10,020.6	13,301,5		72,220,6	99,733,7	
3′ 3-3/8″ GAUGE.									
Bengal and Assam	557,0	577,2	*	624,1	776,6	*	2,866,8	3,644,6	*
Bengal and North Western	127,3	137,7	1,65.1	165,1	380,0	6,37,4	3,581,5	4,537,2	2,37,57,8
Bikaner State	37,2	39,2	31,4	39,8	67,2	81,9	355,0	535,7	31,53,3
Bombay, Baroda and Central India	104,6	127,2	*	114,4	339,3	*	1,833,3	4,496,6	*
Jodhpur	32,8	35,3	46,6	40,2	105,2	2,10,1	1,052,1	1,490.0	1,05,67,3
Madras and Southern Mahratta	74,1	76,7	*	282,0	284,9	*	1,785,9	2,719,2	*
Mysore State	11,2	12,3	12,4	12,9	91,0	1,07,1	664,2	1,075,2	60,28,1
Nizam's State	114,7	115,8	*	145,8	163,2	*	677,6	1,048,5	*
Rohilkund and Kumaon	49,6	49,6	25,5	105,9	105,9	52,7	1,643,5	1,787,8	55,06,3
South Indian	633,0	646,2	*	735,4	849,9	*	2,704,5	3,336,5	*
Total	1,741.5	1,817,2		2,265,6	3,163,2		17,164,4	24,671,3	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal and Assam	..	2	*	..	2	*	3,5	5,3	*
Bengal Nagpur	100,0	101,2	*	184,3	186.5	*	848,6	1,020,6	*
Bombay, Baroda and Central India	16,5	16,7	*	17,6	17,9	*	213,7	256,2	*
Great Indian Peninsula	..	..	*	..	..	*	99,6	144,3	*
Mysore State	5	5	†	5	1,3	†	71,5	79,3	†
North Western	25,2	27,5	*	41,1	43,4	*	325,7	479,6	*
Total	142,2	146,1		243.5	249,3		1,562,6	1,985,3	
Total, 1942-43	7,509,4	7,750,2	54,89,8	12,529,7	16,714,0	3,27,46,2	90,947,6	126,390,3	††94,59,91,1
Total, 1941-42	9,430,1	9,694,9	62,09,1	14,200,4	18,783,5	3,32,72,7	93,529,9	131,240,6	††87,52,85,7
Increase	..	..	..	..	..	..	..	..	7,07,05,4
Decrease	1,920,7	1,944,7	7,19,3	1,670,7	2,069,5	5,26,5	2,582,3	4,850,3	...

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3⅜″ gauge.

†† Exclusive of ferry earnings of B. & A, B. N., E. I., M. & S. M., S. I. and B. & N. W. Railways.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1942-43.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. I. (1110).—Administrative and Executive officers.			A. I (1120).—Subordinate supervising staff.			A. I (1130).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5′ 6″ Gauge.									
Bengal and Assam	1,75,360	122·3	0·42	1,64,278	114·6	0·39	2,73,676	190·8	0·66
Bengal-Nagpur	5,48,833	177·9	0·67	5,86,067	189·9	0·71	7,79,304	252·5	0·95
Bombay, Baroda and Central India	2,45,588	141·4	0·50	3,36,687	193·9	0·69	3,74,483	215·7	0·77
East Indian	7,86,684	127·7	0·53	10,45,341	169·7	0·71	8,80,416	143·0	0·59
Great Indian Peninsula	6,28,212	132·2	0·53	6,85,487	144·3	0·58	9,02,915	190·0	0·76
Madras and Southern Mahratta	2,37,061	150·6	0·66	1,93,232	122·7	0·54	2,49,308	158·3	0·69
Nizam's State	90,903	137·0	0·94	74,003	111·5	0·76	1,13,494	171·0	1·17
North Western	9,10,250	107·0	0·65	11,36,451	133·5	0·81	9,01,126	105·9	0·65
South Indian	90,685	114·9	0·65	95,267	120·7	0·69	1,04.919	132·9	0·75
3′ 3¾″ Gauge.									
Bengal and Assam	3,60,795	159·0	0·75	3,48,670	153·6	0·72	4,51,196	198·8	0·93
Bengal and North Western	2,85,312	104·4	1·28	1,30,335	47·7	0·58	1,61,374	59·0	0·73
Bikaner State	42,861	77·2	1·35	28,687	51·7	0·91	18,286	32·9	0·58
Bombay, Baroda and Central India	2,16,144	131·5	0·65	3,07,205	186·8	0·93	3,06,123	186·2	0·92
Jodhpur	83,172	108·1	0·79	85,145	110·7	0·80	62,467	81·2	0·59
Madras and Southern Mahratta	2,07,742	130·1	0·92	1,65,107	103·4	0·73	1,83,658	115·0	0·81
Mysore State	33,611	73·8	0·45	47,993	105·4	0·65	46,588	102·3	0·63
Nizam's State	69,191	151·2	1·05	65,542	143·2	1·00	87,757	191·8	1·33
Rohilkund and Kumaon	41,822	*	0·85	32,654	*	0·66	28,788	*	0·59
South Indian	2,60,977	152·6	0·85	3,01,190	176·1	0·97	2,95,186	172·6	0·95
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	1,051	43·7	0·62	125	5·19	0·07	552	22·9	0·33
Bengal-Nagpur	50,913	72·8	0·77	87,178	124.7	1·32	76,181	109·0	1·15
Bombay, Baroda and Central India	17,581	122·6	1·97	11,910	83·1	1·33	3,376	23·5	0·37
Great Indian Peninsula	2,173	17·4	0·49	9,009	72·0	2·02	9,006	72·0	2 02
Mysore State	1,826	29·1	0·59	2,607	41·5	0·84	2,531	40 3	0·81
North Western	73,252	139·2	1·24	85,281	162.0	1·45	71,342	135·5	1·21

*Information not available.

Class I Railways for the year 1942-43.

STRUCTURAL WORKS.

A. I.—(1200—1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL ADMINISTRATION—TOTAL.			A. II-(2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A. II-(2120 & 2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" GAUGE.
1,33,903	93·4	0·32	7,47,217	521·1	1·79	14,69,079	1,024·4	3·51	1,11,930	159·8	0·27	B & A.
2,26,788	73·5	0·28	21,40,992	693·8	2·61	36,01,026	1,166·9	4·39	3,06,027	166·3	0·37	B. N.
1,66,210	95·7	0·34	11,22,963	646·7	2·30	25,83,386	1,487·9	5·30	1,98,049	160·2	0·41	B., B. & C. I.
4,76,383	77·4	0·32	31,88,824	517·8	2·15	76,58,659	1,243·7	5·18	4,93,209	92·5	0·33	E. I.
4,19,626	88·3	0·36	26,36,240	554·8	2·23	56,29,201	1,184·7	4·76	2,14,798	95·1	0·18	G. I. P.
1,23,525	78·5	0·34	8,03,126 (b)	510·1	2·23	15,88,993	1,009·3	4·42	1,77,407	158·3	0·49	M. & S. M.
37,344	56·3	0·38	3,15,744	475·9	3·25	7,15,304	1,078·0	7·37	19,922	63·0	0·20	N S.
3,95,592	46·5	0·28	33,43,419	392·9	2·39	57,68,932	677·9	4·12	2,85,605	73·2	0·20	N. W.
51,735	65·5	0·37	3,42,606	434·0	2·46	5,78,901	733·3	4·16	61,823	128·6	0·44	S. I.
												3' 3¼" GAUGE.
2,34,620	103·4	0·48	13,95,281	614·7	2·88	35,27,476	1,554·1	7·28	1,14,507	71·0	0·24	B. & A.
55,433	20·3	0·25	6,32,454	231·4	2·84	14,65,170	536·1	6·58	75,420	*	0·34	B. & N. W.
9,760	17·6	0·31	99,594	179·3	3·15	4,03,947	727·3	12·8	2,245	36·4	0·07	Bk. S.
1,16,325	70·7	0·35	9,45,797	575·2	2·85	18,76,713	1,141·4	5·65	42,431	41·9	0·13	B., B. & C. I.
28,766	37·4	0·27	2,59,550	337·4	2·45	6,83,522	888·5	6·64	18,921	90·4	0·18	Jodhpur.
1,16,063	72·7	0·52	6,72,570 (b)	421·2	2·98	17,04,522	1,067·3	7·56	63,830	54·0	0·28	M. & S. M.
9,139	20·1	0·12	1,37,331	301·5	1·85	5,33,253	1,170·8	7·19	23,412	67·9	0·32	M. S.
30,630	67·0	0·46	2,53,150	553·3	3·84	6,03,168	1,318·2	9·16	22,031	69·8	0·33	N. S.
8,236	*	0·17	1,11,500	*	2·27	3,97,128	*	8·10	12,607	*	0·26	R. & K.
1,48,368	86·7	0·48	10,05,721	587·9	3·25	15,28,041	893·3	4·93	76,531	61·4	0·25	S. I.
												2' 6" & 2' 0" GAUGES.
436	18·1	0·26	2,164	89·9	1·28	21,071	875·4	12·5	67	14·5	0·04	B. & A.
19,523	27·9	0·30	2,33,795	334·5	3·54	7,05,593	1,009·4	10·7	44,247	94·2	0·67	B. N.
1,118	7·80	0·12	33,985	237·0	3·79	1,35,213	942·9	15·1	3,256	36·9	0·36	B., B. & C. I.
2,317	18·5	0·51	22,505	179·8	5·04	1,01,933	814·5	22·8	1,576	15·1	0·35	G. I. P.
496	7·90	0·16	7,460	118·8	2·40	28,969	461·2	9·32	1,272	3·73	0·41	M. S.
38,535	73·2	0·65	2,68,410	509·9	4·55	4,00,190	760·3	6·78	37,963	67·0	0·64	N. W.

(*b*) Includes expenditure booked under "Furniture and Sundries" (A. 2230—of the Capital and Revenue Accounts) B. G. Rs. 1,701 M. G. Rs. 262.

30.—*Analysis of operating expenses of*

TABLE A. MAINTENANCE OF

Railway.	A. II-(2150)—Service Buildings—Ordinary, Repairs and Maintenance.			A. II (2160)—Residential Staff-quarters—Ordinary, Repairs and Maintenance.			A. II-(2140, 2170, 2180 and 2190) —Other Items—Ordinary, Repairs and Maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
	23	24	25	26	27	28	29	30	31
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal and Assam	1,83,464	3·61	0·44	2,80,636	4·64	0·67	1,37,488	95·9	0·33
Bengal-Nagpur	4,30,085	8·44	0·52	13,01,578	11·1	1·59	3,90,830	126·7	0·48
Bombay, Baroda and Central India	2,90,157	*	0·60	3,28,184	*	0·67	79,195	45·6	0·16
East Indian	‡12,00,436	6·74	0·81	9,22,954	5·68	0·62	3,91,886	*	0·27
Great Indian Peninsula	5,92,113	4·89	0·50	6,81,491	6·60	0·58	17,93,057	377·3	1·51
Madras and Southern Mahratta	97,932	2·09	0·27	1,13,297	2·25	0·32	67,012	42·6	0·19
Nizam's State	14,689	*	0·15	64,203	*	0·66	25,912	39·1	0·27
North Western	5,68,309	1·00	0·40	11,16,214	3·44	0·80	1,10,045	12·9	0·08
South Indian	32,241	2·36	0·23	37,019	2·13	0·27	14,894	18·9	0·11
3′ 3½″ Gauge.									
Bengal and Assam	2,00,455	*	0·41	4,41,480	*	0·91	2,04,408	90·1	0·42
Bengal and North Western	1,83,282	*	0·82	1,55,652	*	0·69	2,70,981	99·1	1·22
Bikaner State	7,147	1·63	0·23	24,281	2·79	0·77	2,152	3·87	0·06
Bombay, Baroda and Central India	1,82,166	5·07	0·55	2,36,851	3·56	0·71	82,364	50·1	0·25
Jodhpur	20,335	1·97	0·19	47,567	3·04	0·45	9,287	12·1	0·09
Madras and Southern Mahratta	65,785	3·69	0·29	89,536	2·29	0·40	72,803	45·6	0·32
Mysore State	24,255	2·35	0·32	17,845	1·54	0·24	17,505	38·4	0·23
Nizam's State	9,846	*	0·15	49,841	*	0·76	19,243	42·1	0·29
Rohilkund and Kumaon	§1,32,995	*	§2·71	†	*	†	†	*	†
South Indian	1,46,265	3·05	0·47	1,31,236	2·49	0·42	53,900	31·5	0·18
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	869	3·78	0·51	1,177	4·36	0·70	682	28·3	0·40
Bengal-Nagpur	46,348	9·70	0·70	83,063	10·2	1·26	25,115	35·9	0·38
Bombay, Baroda and Central India	1,796	*	0·20	4,017	*	0·45	157	1·09	0·02
Great Indian Peninsula	1,621	1·36	0·36	3,243	1·80	0·73	3,376	43·0	1·20
Mysore State	1,318	2·93	0·42	970	2·12	0·31	951	15·1	0·31
North Western	17,777	0·94	0·30	42,779	2·82	0·73	21,862	41·3	0·37

* Information not available.
† Included under Service Buildings.
‡ Excludes expenditure incurred on Electric Power Stations and Sub-Stations.
§ Includes Residential Staff Quarters and Other Items.

Class I Railways for the year 1942-43—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2100)—Structural Works—Total Ordinary, Repairs and Maintenance.			A. II-(2100)—Structural Works—Total Special, Repairs and Maintenance.			A. II (2100)—Structural Works—Total Repairs and Maintenance.			Railway.
Total amount	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
21,82,597	1,522·0	5·22	12,479	8·70	0·03	21,95,076	1,530·7	5·25	B. & A.
60,29,546	1,953·8	7·35	2,21,319	71·7	0·27	62,50,865	2,025·6	7·62	B. N.
34,78,971	2,003·7	7·14	52,656	30·3	0·10	35,31,627	2,034·0	7·24	B., B. & C. I.
1,06,67,144	1,732·3	7·21	5,86,389	95·2	0·40	1,12,53,533	1,827·5	7·61	E. I.
89,10,760	1,875·2	7·53	11,72,878	246·8	0·99	1,00,83,638	2,122·0	8·52	G. I. P.
20,44,643	1,298·7	5·69	17,045	10·8	0·05	20,61,688	1,309·5	5·74	M. & S. M.
8,40,030	1,266·0	8·65	29,180	44·0	0·30	8,69,210	1,310·0	8·95	N. S.
1,78,49,105	922·4	5·60	40,88,000	480·4	2·92	1,19,37,105	1,402·8	8·52	N W.
7,24,878	918·2	5·21	39,814	50·4	0·28	7,64,692	968·7	5·49	S. I.
									3′ 3¼″ Gauge.
44,88,326	1,977·4	9·26	8,802	3·88	0·02	44,97,128	1,981·3	9·28	B.& A.
21,50,505	786·8	9·65	..	..	..	21,50,505	786·8	9·65	B. & N. W.
4,39,772	791·8	13·9	..	..	..	4,39,772	791·8	13·9	Bk. S.
24,20,525	1,472·1	7·29	20,571	12·5	0·06	24,41,096	1,484·6	7·35	B., B. & C. I.
7,79,650	1,013·4	7·37	3,808	4·95	0·03	7,83,458	1,018·4	7·40	Jodhpur.
19,96,476	1,250·1	8·85	—4,809	—3·01	—0·02	19,91,667	1,247·1	8·83	M. & S. M.
6,16,270	1,353·0	—8·30	..	..	..	6,16,270	1,353·0	8·30	M. S.
7,04,189	1,539·0	10·7	16,729	36·6	0·26	7,20,918	1,575·6	11·0	N. S.
..	..	..	..	..	..	5,42,730	*	11·1	R. & K.
19,35,973	1,131·8	6·25	2,57,237	150·4	0·83	21,93,210	1,282·1	7·08	S. I.
									2′ 6″ & 2′ 0″ Gauges.
23,866	991·5	14·1	..	..	..	23,866	991·5	14·1	B. & A.
9,04,369	1,293·8	13·7	27,833	39·8	0·42	9,32,202	1,333·6	14·1	B. N.
1,44,439	1,007·3	16·1	..	..	..	1,44,439	1,007·3	16·1	B., B. & C. I.
1,13,749	908·9	25·5	2,359	18·9	0·53	1,16,108	927·8	26·0	G. I. P.
33,480	533·0	10 8	..	..	..	33,480	533·0	10·8	M. S.
5,20,571	988·8	8·82	23,2,021	440·6	3·93	7,52,592	1,429·7	12·7	N. W.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(225)—Signal and Interlocking Works—Ordinary, Repairs and Maintenance (Equipment).				A. II-(2250)—Signal and Interlocking Works—Special, Repairs and Maintenance (Equipment).			
	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.
	41	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	1,10,977	20·3	0·25	0·27	3,381	0·62	0·01	0·01
Bengal-Nagpur	3,27,751	32·7	0·26	0·40	—159	—0·02	—0·00	—0·00
Bombay, Baroda and Central India	4,19,141	39·6	0·37	0·36	..	..	..	..
East Indian	6,52,198	32·3	0·37	0·44	3,843	0·19	0·00	0·00
Great Indian Peninsula	4,83,163	39·0	0·33	0·41	22,454	1·81	0·02	0·02
Madras and Southern Mahratta	1,33,568	18·4	0·31	0·37	†	†	†	†
Nizam's State	25,820	23·2	0·19	0·27	300	0·27	0·00	0·00
North Western	3,29,616	16·5	0·23	0·24	1,37,187	6·91	0·10	0·10
South Indian	34,231	13·8	0·17	0·25	..	..	..	..
3′ 3¾″ Gauge.								
Bengal and Assam	2,52,261	31·0	0·45	0·52	8,641	1·06	0·02	0·02
Bengal and North Western	97,490	35·7	0·23	0·44	†	†	†	†
Bikaner State	2,296	7·63	0·04	0·07	..	..	..	..
Bombay, Baroda and Central India	1,39,068	22·6	0·30	0·42	..	..	..	..
Jodhpur	12,678	11·4	0·10	0·12	460	0·41	0·00	0·01
Madras and Southern Mahratta	1,08,094	24·2	0·24	0·48	†	†	†	†
Mysore State	8,037	11·3	0·06	0·10	..	..	..	..
Nizam's State	12,995	15·2	0·12	0·20	925	1·08	0·01	0·01
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	95,162	17·2	0·21	0·31	2	0·00	0·00	0·00
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	1,114	55·7	0·18	0·66	26	1·30	0·00	0·02
Bengal-Nagpur	5,003	65·8	0·04	0·08	..	..	..	..
Bombay, Baroda and Central India	561	8·77	3·18	0·06	..	..	..	..
Great Indian Peninsula	310	1·54	0·02	0·07	..	..	..	..
Mysore State	437	6·96	0·04	0·14	..	..	..	..
North Western	5,755	7·85	0·08	0·10	3,296	4·52	0·05	0·05

† Included in columns 41 to 44.

Class I Railways for the year 1942-43—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2200)—Total, Equipment—Repairs and Maintenance.			A. II-Repairs and Maintenance—Total.			A. IV-Appropriation to Depreciation Reserve Fund—Total.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
1,62,891	113·6	0·39	38,90,060	2,712·6	9·30	31,90,279	2,224·6	7·63	B. & A.
8,00,850	*	0·98	78,78,098	2,552·9	9·60	58,17,143	1,885·0	7·09	B. N.
5,39,560	310·8	1·11	38,61,829	2,224·2	7·93	38,32,649	2,207·3	7·86	B., B. & C. I.
12,73,859	206·9	0·86	1,16,43,242	1,890·7	7·87	1,27,14,990	2,064·8	8·60	E. I.
10,12,271	213·0	0·86	1,08,35,732	2,280·3	9·16	92,47,167	1,946·0	7·82	G. I. P.
2,86,486	182·0	0·80	24,17,952	1,535·8	6·73	14,75,398	937	4·11	M. & S. M.
73,252	110·4	0·75	9,81,147	1,478·7	10·1	3,83,525	578·0	3·95	N. S.
12,14,975	142·8	0·87	1,39,67,603	1,641·4	9·97	1,39,52,304	1,639·6	9·96	N. W.
74,616	94·5	0·54	9,52,213	1,206·2	6·84	12,87,985	1,631·5	9·26	S. I.
									3′ 3¾″ Gauge.
4,66,918	205·7	0·96	76,41,503	3,366·6	15·8	44,32,244	1,952·7	9·14	B. & A.
97,490	35·7	0·44	26,58,991	972·9	11·9	16,41,003	600·4	7·37	B. & N. W.
14,193	25·6	0·45	4,70,118	846·4	14·9	1,72,644	310·8	5·46	Bk. S.
2,09,189	127·2	0·63	7,66,674	466·3	2·31	16,88,253	1,026·8	5·08	B. B. & C. I.
60,960	79·2	0·58	9,85,150	1,280·5	9·31	2,20,061	286·0	2·08	Jodhpur.
2,36,203	147·9	1·05	24,62,645	1,542·0	10·9	24,54,241	1,536·8	10·9	M. & S. M.
36,016	79·1	0·48	6,71,967	1,475·3	9·05	9,04,164	1,985·1	12·2	M. S.
48,621	106 3	0·74	8,01,404	1,751·5	12·2	2,74,477	599·9	4·17	N. S.
9,954	*	0·20	6,12 830	*	12·5	2,92,083	*	5·96	R. & K.
1,82,521	106·7	0·59	26,02,977	1,521·7	8·40	38,21,174	2,233·8	12·3	S. I.
									2′ 6″ & 2′ 0″ Gauges.
1,610	66·9	0·95	25,613	1,064·1	15·1	6,587	273·7	3·89	B. & A.
44,352	..	0·67	11,35,164	1,624·0	17·2	5,46,524	781·9	8·27	B. N.
1,572	11·0	0·18	1,77,224	1,235·9	19·8	38,976	271·8	4·34	B., B. & C. I.
2,657	21·2	0·59	1,22,170	976·2	27·3	..	..	..	G. I. P.
1,955	31·1	0·63	35,927	572·0	11·6	8,731	139·0	2·81	M. S.
35,586	67 6	0·60	7,81,513	1,484·7	13·2	10,74,087	2,040·5	18·2	N. W.

* Information not available.

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL WORKING EXPENSES—ABSTRACT A.			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES.	
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.
	58	59	60	61	62	63	64	65	66	67
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal and Assam . .	78,27,556	5,458·3	18·7	8,39,651	1·45	0·23	1·88	2·01	9,02,101	1·55
Bengal-Nagpur . . .	1,58,36,233	5,131·6	19·3	15,66,162	1·15	0·14	1·72	1·91	23,08,287	1·70
Bombay, Baroda and Central India.	88,17,446	5,078·2	18·1	5,48,610	1·05	0·11	1·37	1·13	11,98,001	2·28
East Indian	2,75,47,056	4,473·3	18·6	30,20,384	1·24	0·14	1·72	2·04	47,40,861	1·94
Great Indian Peninsula . .	2,27,19,139	4,781·0	19·2	21,59,756	1·41	0·16	1·92	1·82	30,03,277	1·95
Madras and Southern Mahratta	46,93,476	2,983·0	13·1	5,86,463	1·05	0·12	1·36	1·63	9,94,457	1·77
Nizam's State . . .	16,80,416	2,532·5	17·3	2,11,116	1·17	0·14	1·63	2·18	2,85,044	1·58
North Western . . .	3,12,63,326	3,673·9	22·3	22,08,562	1·16	0·15	1·54	1·58	39,04,533	2·05
South Indian . . .	25,82,804	3,271·7	18·6	3,32,309	1·23	0·20	1·59	2·39	3,35,135	1·24
3′ 3½″ GAUGE.										
Bengal and Assam . .	1,34,69,028	5,934·1	27·8	6,73,393	0·90	0·22	1·19	1·39	12,26,917	1·64
Bengal and North Western .	49,32,448	1,804·6	22·2	3,42,136	0·64	0·15	0·80	1·54	6,71,028	1·12
Bikaner State . . .	7,42,356	1,336·5	23·5	67,567	0·96	0·23	1·12	2·14	1,32,052	1·88
Bombay, Baroda and Central India.	34,00,724	2,068·3	10·2	10,24,853	1·75	0·36	2·22	3·09	11,66,491	1·99
Jodhpur	40,00,746	5,200·2	37·8	1,50,489	0·93	0·19	1·20	1·42	2,80,243	1·72
Madras and Southern Mahratta	55,89,456	3,500·0	24·8	3,44,741	0·64	0·16	0·77	15·3	6,76,083	1·26
Mysore State . . .	17,13,462	3,761·9	23·1	1,04,639	0·67	0·18	0·82	1·41	2,06,231	1·33
Nizam's State . . .	13,29,031	2,904·6	20·2	1,53,366	1·19	0·27	1·46	2·33	1,15,010	0·89
Rohilkund and Kumaon .	10,16,413	*	20·7	93,016	0·61	0·19	0·85	1·90	‡	‡
South Indian . .	74,29,872	4,343·4	24·0	6,03,058	1·30	0·32	1·54	1·95	6,71,517	1·45
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal and Assam. .	34,364	1,427·7	20·3	2,186	0·32	0·34	0·34	1·29	10,208	1·49
Bengal-Nagpur	19,15,483	2,740·3	29·0	1,25,220	0·72	0·30	0·94	1·90	2,24,043	1·28
Bombay, Baroda and Central India.	2,50,185	1,744·7	27·9	11,386	0·55	0·36	0·65	1·27	47,230	2·27
Great Indian Peninsula . .	1,44,675	1,156·1	32·4	4,862	0·25	0·11	0·28	1·09	30,657	1·58
Mysore State . . .	52,118	829·8	16·8	5,238	0·38	0·19	0·43	1·70	10,241	0·74
North-Western . . .	21,24,010	4,035·1	36·0	1,01,367	1·09	0·59	1·43	1·72	2,07,284	2·23

* Information not available.
† Included under Workshop Repairs.
§ Includes Running Repairs also.

Class I Railways for the year 1942-43—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.- 2110].			Locomotives—Workshop Repairs (B.-H.-2120).					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
68	69	70	71	72	73	74	75	
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·25	2·02	2·16	23,25,539	4·01	0·65	5·22	5·56	Bengal and Assam.
0·21	2·53	2·82	35,46,016	2·62	0·32	3·89	4·32	Bengal-Nagpur.
0·24	3·00	2·46	24,12,711	4·60	0·49	6·03	4·95	Bombay, Baroda and Central India.
0·22	2·70	3·20	61,88,939	2·54	0·28	3·52	4·19	East Indian.
0·23	2·67	2·54	45,15,348	2·94	0·34	4·01	3·82	Great Indian Peninsula.
0·20	2·31	2·77	16,26,135	2·90	0·33	3·77	4·52	Madras and Southern Mahratta.
0·19	2·20	2·94	3,15,119	1·74	0·26	2·43	3·25	Nizam's State.
0·26	2·72	2·79	54,85,425	2·89	0·39	3·83	3·92	North Western.
0·20	1·60	2·41	6,82,161	2·52	0·42	3·25	4·90	South Indian.
								3′ 3¾″ Gauge.
0·41	2·18	2·53	12,93,224	1·72	0·43	2·29	2·67	Bengal and Assam.
0·30	1·56	3 02	7,93,327	1·28	0·35	1·85	3·56	Bengal and North Western.
0·45	2·20	4·18	1,15,853	1·65	0·40	1·93	3·66	Bikaner State.
0·41	2·53	3·51	26,02,943	4·45	0·92	5.64	7·84	Bombay, Baroda and Central India.
0·35	2·24	2·65	2,75,060	1·69	0·35	2·19	2·60	Jodhpur.
0·31	1·51	3·00	8,52,691	1·59	0·39	1·90	3·78	Madras and Southern Mahratta.
0·35	1·62	2·78	3,72,175	2·40	0·64	2·91	5·02	Mysore State.
0·20	1·10	1·74	3,23,508	2·51	0·57	3·09	4·91	Nizam's State.
‡	‡	‡	§3,62,108	§2·36	0.75	3·31	§7·38	Rohilkund and Kumaon.
0·36	1·71	2·17	11,26,042	2.43	0·59	2·86	3·63	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
1·59	1·60	6·03	25,041	3·67	3·90	3·94	14·8	Bengal and Assam.
0·54	1·69	3·39	3,52,487	2·02	0·85	2·65	5·34	Bengal-Nagpur.
1·51	2·68	5·26	56,582	2·72	1·81	3·21	6·30	Bombay, Baroda and Central India.
0·71	1·74	6·86	15,604	0·80	0·36	0·88	3·49	Great Indian Peninsula.
0·36	0·84	3·30	18,809	1·36	0·66	1·54	6·05	Mysore State.
1·21	2·92	3 51	1,57,481	1·69	0·92	2·22	2·67	North Western.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Equipment (B. II. 2200).					Total Repairs and Maintenance—(B-II).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses
	76	77	78	79	80	81	82	83	84	85
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal and Assam	7,01,352	1·21	0·20	1·57	1·68	39,64,245	6·83	1·11	8·89	9·48
Bengal-Nagpur	14,21,702	0·83	0·10	1·23	1·37	69,87,899	5·16	0·63	7·66	8 52
Bombay, Baroda and Central India.	93,261	0·18	0·02	0·23	0·19	37,04,977	7·06	0·75	9·26	7 60
East Indian	13,16,620	0·53	0·06	0·76	0·88	1,23,14,001	5 03	0·56	7·01	8·32
Great Indian Peninsula	6,31,496	0·41	0·05	0·56	0·53	81,83,514	5·32	0·62	7·27	6·92
Madras and Southern Mahratta	2,58,720	0·46	0·05	0·60	0·72	28,81,835	5·14	0·58	6·69	8·02
Nizam's State	50,960	0·28	0·03	0·39	0·52	6,54,135	3·62	0·42	5·04	6·74
North Western	10,25,353	0·54	0·07	0·71	0·73	1,05,26,844	5·54	0·75	7·34	7·52
South Indian	45,249	0·17	0·03	0·22	0·32	10,74,882	3·97	0·66	5·13	7·72
3′ 3½″ Gauge.										
Bengal and Assam	2,33,576	0·31	0·08	0·41	0·48	27,66,857	3·69	0·92	4·90	5 71
Bengal and North Western	64,527	0·16	0·03	0·15	0·29	15,29,283	2·56	0·68	3·56	6·87
Bikaner State	47,511	0·68	0·16	0·79	1·50	2,95,771	4·21	1·03	4·93	9·35
Bombay, Baroda and Central India.	4,02,754	0·69	0·14	0·87	1·21	41,80,527	7·15	1·47	9·06	12 6
Jodhpur	62,414	0·38	0·08	0·50	0·59	8,84,716	5·44	1·11	7·06	8·36
Madras and Southern Mahratta	1,03,156	0·19	0·05	0·23	0·46	16,33,705	3·04	0·75	3·64	7·25
Mysore State	23,475	0·15	0·04	0·18	0·32	6,03,208	3·88	1·03	4·72	8 12
Nizam's State	29,533	0·23	0·05	0·28	0·45	4,70,494	3·65	0·83	4·50	7·14
Rohilkund and Kumaon	35,997	0·23	0·07	0·33	0·74	3,98,105	2·59	0·82	3·64	8·12
South Indian	73,757	0·16	0·04	0·19	0·24	18,74,669	4·05	0·99	4·77	6·05
2′ 6″ and 2′ 0″ Gauges.										
Bengal and Assam	303	0·04	0·05	0·05	0·18	35,696	5·22	5·56	5·61	21·1
Bengal-Nagpur	31,439	0·18	0·07	0·24	0·47	6,07,969	3·48	1·46	4·58	9·20
Bombay, Baroda and Central India.	764	0·04	0·02	0·04	0·09	1,04,576	5·03	3·34	5·93	11·7
Great Indian Peninsula	2,678	0·14	0·06	0·15	0·60	48,939	2·52	1·13	2·77	11·0
Mysore State	1,183	0·08	0·04	0·10	0·38	30,233	2·18	1·06	2·48	9·73
North Western	21,777	0·23	0·13	0·31	0·37	3,86,907	4·16	2·26	5·46	6·56

Class I Railways for the year 1942-43—contd.

OF LOCOMOTIVE POWER—*contd.*

Running Staff—(B.-III-3100).					Fuel—(B. III 3200).					Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
12,81,027	2·21	0·36	2·87	3·06	33,48,055	5·77	0·93	7·51	8·01	Bengal and Assam
43,39,438	3·20	0·39	4·76	5·29	71,33,128	5·26	0·64	7·82	8·69	Bengal-Nagpur.
23,12,580	4·41	0·47	5·78	4·74	52,68,121	10·0	1·07	13·2	10·9	Bombay, Baroda and Central India.
77,00,281	3·14	0·35	4·38	5·21	1,33,34,683	5·44	0·62	7·60	9·01	East Indian.
56,06,662	3·65	0·42	4·98	4·74	1,33,51,913	8·68	1·02	11·9	11·3	Great Indian Peninsula.
18,56,723	3·31	0·38	4·31	5·17	52,58,866	9·39	1·08	12·2	14·6	Madras and Southern Mahratta.
4,58,907	2·54	0·30	3·54	4·73	8,33,865	4·62	0·54	6·43	8·59	Nizam's State.
62,20,228	3·27	0·44	4·34	4·44	2,42,87,198	12·8	1·72	16·9	17·3	North Western.
8,84,345	3·27	0·54	4·22	6·36	21,39,981	8·10	1·34	10·5	15·7	South Indian.
										3′ 3⅜″ Gauge.
15,84,804	2·12	0·53	2·81	3·27	43,27,539	5·77	1·44	7·67	8·92	Bengal and Assam.
9,42,716	1·76	0·42	2·20	4·23	20,72,581	3·52	0·92	4·83	9·31	Bengal and North Western.
1,18,824	1·69	0·41	1·98	3·76	5,06,415	7·21	1·74	8·43	16·0	Bikaner State.
22,39,852	3·83	0·79	4·86	6·74	40,60,491	6·94	1·43	8·80	12·2	Bombay, Baroda and Central India.
3,21,091	1·97	0·40	2·56	3·03	10,61,358	6·53	1·33	8·47	10·0	Jodhpur.
14,74,728	2·74	0·68	3·29	6·54	35,57,521	6·61	1·63	7·93	15·8	Madras and Southern Mahratta.
3,29,034	2·12	0·57	2·58	4·44	10,53,277	6·78	1·81	8·24	14·2	Mysore State.
3,03,435	2·35	0·53	2·90	4·61	5,64,450	4·38	1·00	5·39	8·57	Nizam's State.
1,75,061	1·14	0·36	1·60	3·57	6,05,514	3·94	1·25	5·54	12·3	Rohilkund and Kumaon.
17,52,273	3·78	0·92	4·46	5·66	37,29,581	8·05	1·97	9·50	12·0	South Indian.
										2′ 6″ and 2′ 0″ Gauges.
20,887	3·06	3·25	3·28	12·3	9,435	1·38	1·47	1·48	5·58	Bengal and Assam.
3,75,166	2·15	0·90	2·83	5·68	5,99,849	3·44	1·44	4·52	9·08	Bengal-Nagpur.
56,879	2·73	1·82	3·22	6·33	1,04,515	5·02	3·34	5·93	11·6	Bombay, Baroda and Central India.
33,421	1·72	0·77	1·89	7·48	64,841	3·33	1·50	3·68	14·5	Great Indian Peninsula.
16,554	1·19	0·58	1·36	5·33	52,928	3·81	1·85	4·34	17·0	Mysore State.
2,72,495	2·93	1·59	3·84	4·62	9,11,085	9·79	5·31	12·9	15·4	North Western.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Water, Oil, Tallow and other Stores—(B. III 3300 and 3400).					Total Operating expenses—(B. III.,				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	96	97	98	99	100	101	102	103	104	105
5′ 6″ Gauge.	Rs.	An.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal and Assam	5,50,040	0·95	0·15	1·23	1·31	51,56,482	8·89	1·44	11·6	12·3
Bengal-Nagpur	9,55,781	0·71	0·09	1·05	1·17	1,22,14,705	9·01	1·10	13·4	14·9
Bombay, Baroda and Central India.	5,62,290	1·07	0·11	1·41	1·15	78,27,912	14·9	1·59	19·6	16·1
East Indian	26,49,838	1·09	0·13	1·51	1·80	2,34,21,120	9·57	1·07	13·3	15·8
Great Indian Peninsula	20,43,744	1·33	0·16	1·81	1·72	2,16,95,800	14·1	1·65	19·3	18 3
Madras and Southern Mahratta	5,39,108	0·96	0·11	1·25	1·50	74,56,586	13·3	1·53	17·3	20·8
Nizam's State	1,37,089	0·76	0·09	1·06	1·41	15,44,726	8·56	1·00	11·9	15·9
North Western	13,74,373	0·72	0·10	0·95	0·98	3,20,76,048	16·9	2·27	22·4	22·9
South Indian	1,87,796	0·69	0·12	0·89	1·35	33,86,146	12·5	2·08	16·2	24·3
3′ 3¾″ Gauge.										
Bengal and Assam	4,93.110	0·66	0·16	0·87	1·02	66,85,182	8·92	2·22	11·9	13·8
Bengal and North Western	3,48,385	0·64	0·16	0·81	1·56	32,89,926	5·76	1·47	7·67	14·8
Bikaner State	90,263	1·29	0·31	1·50	2·85	7,30,096	10·4	2·51	12·2	23·1
Bombay, Baroda and Central India.	3,83,157	0·65	0·13	0·83	1·15	66,38,809	11·4	2·34	14·4	20·0
Jodhpur	1,61,636	0·99	0·20	1·29	1·53	15,53,756	9·55	1·95	12 4	14·7
Madras and Southern Mahratta	4,44,983	0·83	0·20	0·99	1·97	54,67,294	10·2	2·50	12·2	24·2
Mysore State	1,58,690	1·02	0·27	1·24	2·14	15,34,403	9·88	2·64	12·0	20·7
Nizam's State	88,683	0·69	0·16	0·85	1·35	9,64,549	7·48	1·71	9·22	14·7
Rohilkund and Kumaon	1,33,228	0·87	0·27	1·22	2·72	9,27,573	6·04	1·91	8·49	18·9
South Indian	2,48,663	0·54	0·13	0·63	0·80	57,26,819	12·4	3·02	14·6	18·5
2′ 6″ and 2′ 0″ Gauges.										
Bengal and Assam	6,543	0·96	1·02	1·03	3·87	36,923	5·41	5·75	5·80	21·8
Bengal-Nagpur	1,22,874	0·70	0·30	0·92	1·86	10,99,990	6·30	2·64	8·29	16·7
Bombay, Baroda and Central India.	23,629	1·14	0·75	1·34	2·63	1,85,047	8·89	5·91	10·5	20·6
Great Indian Peninsula	15,839	0·81	0·37	0·90	3·54	11,14,293	5·87	2·64	6·48	25·6
Mysore State	7,944	0·58	0·28	0·65	2·55	77,086	5·55	2·70	6·33	24·8
North Western	79,948	0·86	0·47	1·13	1·35	12,96,413	13·9	7·56	18·3	22·0

Class I Railways for the year 1942-43—contd.

OF LOCOMOTIVE POWER—*contd.*

Appropriation to Depreciation Reserve Fund—(B.IV).					Total Working Expenses—Abstract B.			Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	5′ 6″ Gauge.
9,48,460	1·63	0·26	2·13	2·27	1,09,08,838	18·8	3·04	Bengal & Assam.
13,37,535	0·99	0·12	1·47	1·63	2,21,06,301	16·3	1·99	Bengal-Nagpur.
4,30,541	0·82	0·09	1·08	0·88	1,25,12,040	23·8	2·54	Bombay, Baroda and Central India.
39,67,468	1·62	0·18	2·26	2·68	4,27,22,973	17·5	1·95	East Indian.
27,42,613	1·78	0·21	2·44	2·32	3,47,81,683	22·6	2·64	Great Indian Peninsula.
8,11,160	1·45	0·17	1·88	2·26	1,17,36,044	21·0	2·40	Madras and Southern Mahratta.
2,14,844	1·19	0·14	1·66	2·21	26,24,821	14·5	1·70	Nizam's State.
30,62,655	1·61	0·22	2·14	2·19	4,78,74,109	25·2	3·39	North Western.
1,09,187	0·40	0·07	0·52	0·78	49,02,524	18·1	3·01	South Indian.
								3′ 3½″ Gauge.
10,76,714	1·43	0·36	1·91	2·22	1,12,02,146	14·9	3·72	Bengal & Assam.
9,33,156	1·60	0·42	2·17	4·19	60,94,501	10·6	2·72	Bengal and North Western.
..	..	..	..	..	10,93,434	15·6	3·77	Bikaner State.
5,52,519	0·94	0·20	1·20	1·66	1,23,96,708	21·2	4·37	Bombay, Baroda and Central India.
5,584	0·03	0·01	0·04	0·05	25,94,545	15·9	3·26	Jodhpur.
1,94,356	0·36	0·09	0·43	0·86	76,40,096	14·2	3·50	Madras and Southern Mahratta.
4,46,694	2·88	0·77	3·50	6·02	26,88,944	17·3	4·62	Mysore State.
13,360	0·11	0·02	0·13	0·20	16,01,769	12·4	2·83	Nizam's State.
2,36,774	1·54	0·49	2·17	4·82	16,55,468	10·8	3·41	Rohilkund and Kumaon.
3,23,934	0·70	0·17	0·83	1·05	85,28,480	18·4	4·50	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
1,959	0·29	0·31	0·31	1·16	76,764	11·2	12·0	Bengal & Assam.
3,56,512	2·04	0·86	2·69	5·40	21,89,691	12·5	5·26	Bengal-Nagpur.
14,362	0·69	0·46	0·81	1·60	3,15,371	15·2	10·1	Bombay, Baroda and Central India.
..	..	..	..	..	1,68,094	8·64	3·88	Great Indian Peninsula.
13,394	0·97	0·46	1·10	4·31	1,26,001	9·08	4·41	Mysore State.
1,71,955	1·84	1·00	2·43	2·91	19,56,642	21·0	11·4	North Western.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*		TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL WORKING EXPENSES—ABSTRACT B.		GENERAL ADMINISTRATION—C. 1.			
	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	114	115	116	117	118	119
	As.		Rs.	Rs.	As.	
5′ 6″ GAUGE.						
Bengal & Assam	24·5	26·1	3,92,899	2·30	0·88	0·94
Bengal-Nagpur	24·2	27·0	6,44,306	1·39	0·71	0·79
Bombay, Baroda and Central India	31·3	25·7	5,39,068	2·48	1·35	1·10
East Indian	24·3	28·9	14,19,715	1·48	0·81	0·96
Great Indian Peninsula	30·9	29·4	11,23,791	1·82	0·87	0·95
Madras and Southern Mahratta	27·2	32·7	3,23,972	1·61	0·75	0·90
Nizam's State	20·2	27·0	1,12,661	1·77	0·85	1·16
North Western	33·4	34·2	11,38,539	1·75	0·79	0·81
South Indian	23·4	35·2	43,431	0·61	0·21	0·31
3′ 3⅜″ GAUGE.						
Bengal & Assam	19·9	23·1	3,82,343	1·49	0·68	0·79
Bengal and North Western	14·2	27·4	1,26,358	0·69	0·29	0·56
Bikaner State	18·2	34·6	36,221	1·64	0·60	1·14
Bombay, Baroda and Central India	26·9	37·3	5,72,231	2·53	1·24	1·72
Jodhpur	20·7	24·5	1,29,555	1·97	1·03	1·22
Madras and Southern Mahratta	17·0	33·9	1,67,893	1·12	0·37	0·75
Mysore State	21·1	36·2	34,833	1·02	0·27	0·47
Nizam's State	15·3	24·3	75,479	2·05	0·72	1·15
Rohilkund and Kumaon	15·2	33·8	29,973	0·80	0·28	0·61
South Indian	21·7	27·5	90,391	0·60	0·23	0·29
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal & Assam	12·1	45·4	495	0·49	0·08	0·29
Bengal-Nagpur	16·5	33·2	44,463	0·90	0·33	0·67
Bombay, Baroda and Central India	17·9	35·2	8,542	2·01	0·49	0·95
Great Indian Peninsula	9·53	37·6	321	0·07	0·02	0·07
Mysore State	10·3	40·5	1,875	0·74	0·15	0·60
North Western	27·6	33·2	37,270	2·03	0·51	0·63

Class I Railways for the year 1942-43—contd.

AND WAGON STOCK—*contd.*

Coaching Vehicles—Running Repairs [C. II-2110].				Coaching vehicles—Workshop repairs— [C. II-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1,58,670	1·79	0·35	0·38	8,03,218	9·05	1·80	1·92	Bengal and Assam.
3,53,054	3·45	0·39	0·43	14,84,237	14·5	1·63	1·81	Bengal-Nagpur.
2,58,622	4·06	0·65	0·53	13,83,537	21·7	3·46	2·84	Bombay, Baroda and Central India.
4,44,204	1·89	0·25	0·30	28,11,516	10·7	1·62	1·93	East Indian.
5,16,541	2·99	0·40	0·44	19,48,441	11·3	1·50	1·65	Great Indian Peninsula.
1,19,276	1·82	0·28	0·33	5,89,052	8·98	1·36	1·64	Madras and Southern Mahratta.
26,760	1·39	0·20	0·28	1,43,812	7·49	1·08	1·48	Nizam's State.
4,62,469	1·79	0·32	0·33	30,16,511	11·7	2·09	2·16	North Western.
38,297	1·47	0·18	0·28	1,73,007	6·62	0·83	1·25	South Indian.
								3′ 3⅜″ Gauge.
1,62,253	1·42	0·29	0·34	8,93,739	7·81	1·58	1·84	Bengal and Assam.
1,85,829	3·06	0·43	0·84	2,96,288	4·88	0·69	1·33	Bengal and North-Western.
15,130	1·66	0·25	0·48	95,961	10·5	1·60	3·04	Bikaner State.
2,19,907	3·56	0·48	0·66	19,61,578	31·7	4·25	5·91	Bombay, Baroda and Central India.
18,503	0·85	0·15	0·17	2,14,929	9·92	1·71	2·03	Jodhpur.
59,102	1·16	0·13	0·26	3,83,290	7·51	0·85	1·70	Madras and Southern Mahratta.
39.195	2·36	0·31	0·52	1,82,046	10·9	1·43	2·50	Mysore State.
17,304	1·25	0·17	0·26	1,22,099	8·83	1·16	1·85	Nizam's State.
‡	‡	‡	‡	*1,48,871	*1·64	*1·36	*3·04	Rohilkhand and Kumaon.
52,296	0·87	0·13	0·17	5,59,619	9·28	1·41	1·81	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
1,159	1·25	0·18	0·69	7,359	7·95	1·16	4·35	Bengal and Assam.
69,012	3·03	0·52	1·04	3,82,515	16·8	2·88	5·79	Bengal Nagpur.
25,480	10·6	1·44	2·84	16,760	6·95	0·95	1·87	Bombay, Baroda and Central India.
4,294	1·79	0·24	0·96	26,577	11·1	1·51	5·95	Great Indian Peninsula.
2,110	1·30	0·17	0·68	9,800	6·03	0·80	3·15	Mysore State.
13 945	1·75	0·19	0·23	95,116	12·0	1·30	1·61	North-Western.

‡Included under Workshop Repairs.
*Includes Running Repairs also.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods wagons—running repairs—[C. II-2310].				Goods wagons—workshop repairs. [C. II.-2320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	3,82,771	4·66	0·86	0·92	11,68,156	14·2	2·62	2·79
Bengal-Nagpur	18,39,875	5·10	2·02	2·24	25,17,642	6·98	2·76	3·07
Bombay, Baroda and Central India	5,68,266	3·70	1·42	1·17	12,38,717	8·06	3·10	2·54
East Indian	27,63,349	3·85	1·57	1·87	39,81,444	5·56	2·26	2·68
Great Indian Peninsula	16,80,539	3·78	1·29	1·42	16,80,838	3·78	1·30	1·42
Madras and Southern Mahratta	2,51,709	1·86	0·58	0·70	6,23,717	4·61	1·44	1·74
Nizam's State	50,306	1·13	0·38	0·52	1,58,850	3·56	1·20	1·64
North Western	12,63,563	3·22	0·87	0·90	23,00,585	5·87	1·59	1·64
South Indian	30,689	0·69	0·15	0·22	1,75,654	3·96	0·84	1·26
3′ 3¾″ Gauge.								
Bengal and Assam	2,59,392	1·82	0·46	0·54	6,69,279	4·70	1·19	1·38
Bengal and North-Western	2,07,989	1·71	0·49	0·93	4,22,936	3·48	0·99	1·90
Bikaner State	13,276	1·03	0·22	0·42	56,957	4·41	0·95	1·80
Bombay, Baroda and Central India	4,10,853	2·50	0·89	1·24	10,17,963	6·19	2·21	3·06
Jodhpur	40,839	0·93	0·33	0·39	1,56,885	3·56	1·25	1·48
Madras and Southern Mahratta	1,10,813	1·11	0·25	0·49	3,05,982	3·08	0·68	1·36
Mysore State	26,340	1·52	0·21	0·34	1,11,736	6·46	0·87	1·50
Nizam's State	33,349	1·45	0·32	0·51	65,583	2·86	0·62	1·00
Rohilkund and Kumaon	*	*	*	*	‡1,52,749	‡6·54	‡1·40	‡3·11
South Indian	44,016	0·48	0·11	0·14	3,32,814	3·66	0·84	1·08
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	919	0·91	0·15	0·54	150	0·15	0·02	0·09
Bengal Nagpur	89,516	3·34	0·68	1·35	1,71,464	6·40	1·29	2·60
Bombay, Baroda and Central India	34,506	8·15	1·96	3·84	3,610	1·98	0·20	0·40
Great Indian Peninsula	9,641	4·67	0·55	2·16	4,872	2·36	0·28	1·09
Mysore State	1,418	1·54	0·12	0·46	6,014	6·52	0·49	1·93
North-Western	22,925	2·22	0·32	0·39	91,891	8·90	1·26	1·56

*Included under Workshop repairs.

‡Includes Running repairs.

Class I Railways for the year 1942-43—contd.

AND WAGON STOCK—*contd.*

Equipment—(C. II-2500).				Total Repairs and Maintenance—(C-II).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
58,911	0·34	0·13	0·14	25,50,641	14·9	5·72	6·10	B. & A.
1,31,042	0·28	0·14	0·16	64,65,891	14·0	7·09	7·88	B. N.
2,05,466	0·94	0·51	0·42	36,71,789	16·9	9·18	7·53	B., B. & C. I.
4,36,520	0·56	0·25	0·29	1,05,67,281	11·0	6·01	7·15	E. I.
2,06,075	0·33	0·16	0·17	63,44,510	10·3	4·89	5·36	G. I. P.
1,14,534	0·57	0·26	0·32	17,38,529	8·65	4·01	4·84	M. & S. M.
14,583	0·23	0·11	0·15	4,14,549	6·50	3·13	4·27	N. S.
6,30,067	0·97	0·44	0·45	80,47,710	12·4	5·57	5·75	N. W.
19,455	0·28	0·09	0·14	4,60,043	6·63	2·20	3·31	S. I.
								3′ 3¾″ Gauge.
24,664	0·10	0·04	0·05	19,98,254	7·78	3·54	4·12	B. & A.
33,749	0·19	0·08	0·15	11,62,381	6·37	2·71	5·22	B. & N. W.
6,098	0·28	0·10	0·19	1,96,470	8·90	3·27	6·21	Bk. S.
2,75,852	1·22	0·60	0·83	40,49,929	17·9	8·78	12·2	B., B. & C. I.
34,563	0·53	0·28	0·33	7,46,634	11·4	5·96	7·05	Jodhpur.
43,654	0·29	0·10	0·19	9,40,572	6·25	2·10	4·17	M. & S. M.
6,850	0·24	0·05	0·09	3,77,536	11·1	2·96	5·08	M. S.
9,559	0·26	0·09	0·15	2,49,892	6·79	2·38	3·80	N. S.
5,284	0·42	0·05	0·11	3,07,601	8·24	2·82	6·27	R. & K.
40,058	0·26	0·10	0·13	10,52,762	6·95	2·65	3·40	S. I.
								2′ 6″ & 2′ 0″ Gauges.
17	0·02	0·00	0·01	9,604	9·54	1·51	5·68	B. & A.
3,685	0·07	0·03	0·06	7,21,919	14·6	5·44	10 9	B. N.
986	0·23	0·06	0·11	89,070	21·1	5·05	9·92	B., B. & C. I
158	0·04	0·01	0·03	46,491	10·4	2·64	10·4	G. I. P.
368	0·14	0·03	0·12	20,322	7·98	1·67	6·53	M. S.
532	0·03	0·01	0·01	2,44,897	13·3	3·36	4·15	N. W.

30—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Total Operating Expenses—(C. III).				Appropriation to depreciation	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal & Assam	4,61,520	2·70	1·03	1·11	15,52,027	9·08
Bengal-Nagpur	8,76,215	1·89	0·96	1·07	47,35,148	10·2
Bombay, Baroda and Central India	4,75,924	2·19	1·19	0·98	40,77,465	18·7
East Indian	20,90,611	2·19	1·19	1·41	77,04,971	8·04
Great Indian Peninsula	16,26,347	2·63	1·25	1·38	44,71,529	7·24
Madras and Southern Mahratta	3,50,205	1·75	0·80	0·97	32,41,189	16·1
Nizam's State	1,22,923	1·93	0·93	1·26	13,00,392	20·4
North Western	12,44,208	1·91	0·86	0·89	51.32,583	7·88
South Indian	1,72,644	2·45	0·82	1·24	4,94,824	7·02
3′ 3¾″ Gauge.						
Bengal & Assam	4,73,693	1·84	0·84	0·98	15,63.862	6·09
Bengal and North Western	1,92,696	1·06	0·44	0·87	9,70,316	5.32
Bikaner State	53,268	2·41	0·89	1·69	15,967	0·72
Bombay, Baroda and Central India	2,59,928	1·15	0·56	0·78	15,80,818	6·99
Jodhpur	79,026	1·20	0·63	0·75	—2,404	—0·04
Madras and Southern Mahratta	1,26,079	0·84	0·28	0·56	6.45,354	4·29
Mysore State	78,959	2·33	0·62	1·06	6,63,054	19·5
Nizam's State	56,170	1·53	0·53	0·85	6,56,246	17·8
Rohilkund and Kumaon	57,310	1·53	0·52	1·17	2,10,167	5·63
South Indian	3,47,532	2·30	0·88	1·12	14,68,035	9·71
2′ 6″ and 2′ 0″ Gauges.						
Bengal & Assam	3,123	3·10	0·49	1·85	3,204	3·18
Bengal Nagpur	79,672	1·61	0·60	1·21	1,14,837	2·32
Bombay, Baroda and Central India	15,758	3·72	0·89	1·75	6,257	1·48
Great Indian Peninsula	8,450	1·89	0·47	1·89	..	..
Mysore State	4,249	1·66	0·35	1·36	10,946	4·30
North Western	69,436	3·78	0·95	1·18	1,89,981	10·4

Class I Railways for the year 1942-43—contd.

AND WAGON STOCK—*concld.*

RESERVE FUND—(C. IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
150	151	152	153	154	155	
As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
3·48	3·71	49,57,087	29·0	11·1	11·9	B. & A.
5·19	5·77	1,27,21,560	27·5	14·0	15·5	B. N.
10·2	8·36	87,64,246	40·3	21·9	18·0	B., B. & C. I.
4·39	5·21	2,17,82,578	22·7	12·4	14·7	E. I.
3·44	3·78	1,35,66,177	22·0	10·5	11·5	G. I. P.
7·47	9·02	56,53,895	28·1	13·0	15·7	M. & S. M.
9·81	13·4	19,50,525	30·6	14·7	20·1	N. S.
3·55	3·66	1,55,63,040	23·9	10·8	11·1	N. W.
2·36	3·56	11,70,942	16·6	5·59	8·42	S. I.
						3′ 3⅜″ GAUGE.
2·77	3·22	44,18,152	17·2	7·83	9·11	B. & A.
2·26	4·36	24,51,751	13·4	5·70	11·0	B. & N. W.
0·27	0·51	3,01,926	13·7	5·03	9·55	Bikaner State.
3·43	4·76	64,62,906	28·6	14·0	19·5	B., B. & C. I.
—0·02	—0·02	9,52,811	14·5	7·60	9·00	Jodhpur.
1·44	2·86	18,79,898	12·5	4·19	8·34	M. & S. M.
5·19	8·94	11,54,382	34·0	9·04	15·6	M. S.
6·24	9·96	10,37,787	28·2	9·87	15·8	N. S.
1·92	4·29	6,05,051	16·2	5·54	12·3	R. & K.
3·71	4·74	29,58,720	19·6	7·47	9·55	S. I.
						2′ 6″ & 2′ 0″ GAUGES.
0·50	1·89	16,426	16·3	2·58	9·71	B. & A.
0·87	1·74	9,60 891	19·4	7·24	14·6	B. N.
0·35	0·70	1,19,627	28·3	6·78	13·3	B., B. & C. I.
..	..	55,262	12·4	3·13	12·4	G. I. P.
0·90	3·52	37,392	14·7	3·07	12·0	M. S.
2·61	3·22	5 41,584	29·5	7·43	9·18	N. W.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	General Administration (E. I.).			Total Repairs and maintenance (E. II.).			Station Staff— (E. III. 3102.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	156	157	158	159	160	161	162	163	164
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal & Assam	8,14,705	1·83	1·96	88,456	0·20	0·21	34,29,450	7·69	8·20
Bengal-Nagpur	17,48,553	1·92	2·13	2,00,254	0·22	0·24	60,80,368	6·67	7·41
Bombay, Baroda and Central India	7,80,377	1·62	1·60	2,49,097	0·52	0·51	40,43,592	8·39	8·29
East Indian	24,02,715	1·37	1·62	3,63,489	0·20	0·25	1,03,39,729	5·89	6·99
Great Indian Peninsula	18,83,530	1·30	1·59	2,57,075	0·18	0·22	78,05,398	5·39	6·60
Madras and Southern Mahratta	5,14,355	1·19	1·43	96,366	0·22	0·27	25,31,299	5·84	7·04
Nizam's State	2,13,040	1·61	2·20	8,194	0·06	0·08	5,36,606	4·05	5·53
North Western	17,39,882	1·20	1·24	2,92,429	0·20	0·21	1,09,93,483	7·60	7·85
South Indian	2,25,960	1·08	1·62	18,784	0·09	0·14	7,45,622	3·56	5·36
3′ 3¼″ Gauge.									
Bengal & Assam	9,94,861	1·76	2·05	78,476	0·14	0·16	36,16,204	6·41	7·46
Bengal and North-Western	5,05,074	1·28	2·27	92,150	0·16	0·41	19,91,740	4·64	8·95
Bikaner State	56,833	0·95	1·80	11,379	0·19	0·36	1,92,244	3·20	6·08
Bombay, Baroda and Central India	5,32,267	1·15	1·60	78,863	0·17	0·24	23,85,769	5·17	7·18
Jodhpur	1,98,426	1·58	1·87	26,264	0·21	0·25	4,37,447	3·49	4·13
Madras and Southern Mahratta	3,25,442	0·72	1·44	45,236	0·10	0·20	17,01,036	3·79	7·54
Mysore State	89,879	0·70	1·21	5,960	0·05	0·09	5,43,117	4·25	7·32
Nizam's State	1,48,496	1·41	2·25	5,231	0·05	0·08	5,07,165	4·82	7·70
Rohilkund and Kumaon	90,007	0·82	1·83	16,204	0·15	0·33	4,89,876	4·48	9·99
South Indian	4,80,685	1·08	1·55	42,684	0·09	0·14	19,93,247	4·47	6·44
2′ 6″ and 2′ 0″ Gauges.									
Bengal & Assam	2,272	0·36	1·34	91	0·01	0·05	11,674	1·84	6·90
Bengal Nagpur	77,097	0·58	1·17	10,943	0·08	0·16	4,83,429	3·64	7·32
Bombay, Baroda and Central India	8,900	0·51	0·99	1,731	0·10	0·19	43,672	2·48	4·87
Great Indian Peninsula	..	..	..	46	0·00	0·01	45,465	2·58	10·2
Mysore State	4,583	0·38	1·48	304	0·02	0·10	27,652	2·27	8·90
North-Western	90,097	1·24	1·53	7,516	0·10	0·13	3,29,902	4·53	5·59

Class I Railways for the year 1942-43—contd.

TRAFFIC DEPARTMENT.

Train Staff and their mileage and overtime—(E. III 3103 and 3104).			General Operating Staff (Inspectors, Canvassers, etc.) and Travelling Ticket Examining Staff—(E. III. 3101 and 3105).			Fires, lights and General Stores for stations and traffic yards and water and General Stores in trains.—(E. III. 3201 and 3202).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
165	166	167	168	169	170	171	172	173	
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge.
5,91,338	1·32	1·42	2,59,575	0·58	0·62	1,47,718	0·33	0·35	Bengal and Assam.
16,66,812	1·82	2·04	4,01,548	0·44	0·49	3,47,883	0·38	0·42	Bengal-Nagpur.
5,88,700	1·22	1·21	2,26,376	0·47	0·47	2,91,178	0·60	0·60	Bombay, Baroda and Central India.
29,44,308	1·68	1·99	10,28,546	0·58	0·69	7,38,809	0·42	0·50	East Indian.
16,03,913	1·11	1·36	4,46,593	0·31	0·37	8,41,822	0·51	0·62	Great Indian Peninsula.
4,26,994	0·98	1·18	3,01,241	0·69	0·84	2,21,635	0·51	0·62	Madras and Southern Mahratta.
1,30,527	0·99	1·35	53,118	0·40	0·54	83,272	0·62	0·86	Nizam's State.
17,53,095	1·21	1·25	6,41,661	0·45	0·45	5,56,808	0·38	0·40	North Western.
1,98,163	0·94	1·42	67,721	0·32	0·49	64,368	0·31	0·47	South Indian.
									3' 3¾" Gauge.
6,61,567	1·17	1·37	3,92,909	0·70	0·80	1,56,817	0·27	0·32	Bengal and Assam.
5,26,755	1·28	2·37	1,52,670	0·32	0·68	1,78,821	0·48	0·80	Bengal and North Western.
34,310	1·10	1·08	15,759	0·26	0·50	14,104	0·23	0·45	Bikaner State.
5,45,504	1·19	1·64	1,85,341	0·40	0·56	1,94,310	0·42	0·58	Bombay, Baroda and Central India.
1,12,270	0·90	1·06	48,610	0·39	0·45	53,471	0·42	0·51	Jodhpur.
4,00,627	0·89	1·77	1,80,911	0·41	0·80	1,14,737	0·26	0·51	Madras and Southern Mahratta.
1,13,066	0·88	1·52	32,861	0·26	0·45	40,802	0·32	0·55	Mysore State.
1,02,300	0·98	1·56	44,975	0·43	0·69	64,622	0·61	0·98	Nizam's State.
90,849	0·83	1·85	..	..	..	39,565	0·36	0·81	Rohilkund and Kumaon.
4,41,129	0·99	1·42	1,65,349	0·37	0·54	1,05,432	0·23	0·34	South Indian.
									2' 6" and 2' 0" Gauges.
7	0·00	0·00	795	0·13	0·47	19	0·00	0·01	Bengal and Assam.
1,84,713	1·39	2·80	31,134	0·23	0·47	34,122	0·26	0·52	Bengal Nagpur.
5,274	0·30	0·58	3,104	0·17	0·35	2,828	0·16	0·32	Bombay, Baroda and Central India.
6,050	0·34	1·36	2,831	0·16	0·63	1,908	0·11	0·43	Great Indian Peninsula.
5,765	0·47	1·86	1,676	0·14	0·54	2,079	0·17	0·67	Mysore State.
32,844	0·45	0·55	19,971	0·27	0·33	25,015	0·34	0·42	North Western.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	Clothing—(E. III. 3203).			Stationery, Forms and Tickets—(E. III. 3204).			Compensation for goods, etc., lost or damaged—(E. III. 3700).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	174	175	176	177	178	179	180	181	182
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal and Assam	30,435	0·07	0·07	3,86,755	0·87	0·93	49,478	0·11	0·12
Bengal-Nagpur	2,68,983	0·29	0·33	2,61,834	0·29	0·32	2,20,205	0·24	0·27
Bombay, Baroda and Central India	91,922	0·19	0·19	3,68,128	0·76	0·74	1,13,038	0·23	0·23
East Indian	3,89,461	0·22	0·26	7,48,077	0·43	0·51	3,63,001	0·21	0·25
Great Indian Peninsula	82,745	0·06	0·07	4,13,881	0·29	0·35	5,00,965	0·34	0·42
Madras and Southern Mahratta	20,715	0·05	0·06	1,51,796	0·35	0·42	48,669	0·11	0·13
Nizam's State	18,963	0·14	0·20	59,431	0·45	0·61	14,379	0·11	0·15
North Western	3,16,212	0·22	0·23	6,98,804	0·48	0·50	2,88,756	0·20	0·21
South Indian	10,275	0·05	0·07	1,58,554	0·76	1·14	39,572	0·19	0·28
3′ 3½″ Gauge.									
Bengal and Assam	25,312	0·04	0·05	3,76,100	0·67	0·77	70,498	0·12	0·15
Bengal and North-Western	18,995	0·00	0·09	1,76,182	0·48	0·79	8,15,330	1·92	3·67
Bikaner State	11,415	0·19	0·36	37,524	0·62	1·19	24,229	0·40	0·77
Bombay, Baroda and Central India	27,114	0·06	0·08	1,76,445	0·38	0·53	69,318	0·15	0·21
Jodhpur	15,561	0·12	0·15	81,790	0·65	0·77	18,713	0·15	0·18
Madras and Southern Mahratta	20,148	0·04	0·09	1,74,659	0·39	0·78	23,123	0·05	0·10
Mysore State	15,702	0·12	0·21	51,706	0·41	0·70	9,371	0·07	0·13
Nizam's State	14,807	0·14	0·22	40,491	0·39	0·61	7,983	0·08	0·12
Rohilkund and Kumaon	13,783	0·13	0·28	43,261	0·40	0·88	14,330	0·13	0·29
South Indian	34,822	0·08	0·11	2,57,437	0·58	0·83	61,871	0·14	0·20
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	9	0·00	0·01	1,529	0·24	0·90	25	0·00	0·01
Bengal Nagpur	12,518	0·10	0·19	13,933	0·11	0·21	..	..	..
Bombay, Baroda and Central India	839	0·05	0·09	7,827	0·44	0·87	19	0·00	0·00
Great Indian Peninsula	41	0·00	0·01	..	..	..	..	..	..
Mysore State	801	0·07	0·26	2,636	0·22	0·85	478	0·04	0·15
North-Western	10,531	0·14	0·18	31,866	0·44	0·54	13,116	0·18	0·22

Class I Railways for the year 1942-43—contd.

TRAFFIC DEPARTMENT—*concld.*

Total Operating Expenses—(E. III.)			Total Working Expenses—Abstract E.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	185	186	187	188	
Rs.	As.		Rs.	As.		5' 6" Gauge.
66,16,630	14·9	15·8	75,19,791	16·9	18·0	Bengal & Assam.
1,19,92,151	13·1	14·6	1,39,40,958	15·3	17·0	Bengal Nagpur.
43,20,205	8·96	8·86	53,49,679	11·1	11·0	Bombay, Baroda and Central India.
2,10,68,453	12·0	14·2	2,38,34,657	13·6	16·1	East Indian.
1,77,85,394	12·3	15·0	1,99,25,999	13·8	16·9	Great Indian Peninsula.
39,00,435	8·99	10·9	45,11,156	10·4	12·6	Madras and Southern Mahratta.
14,29,217	10·8	14·7	16,50,451	12·5	17·0	Nizam's State.
1,85,90,382	12·9	13·3	2,06,22,693	14·3	14·7	North Western.
16,08,157	7·67	11·6	18,52,901	8·84	13·3	South Indian.
						3' 3¾" Gauge.
64,68,483	11·5	13·3	75,41,820	13·4	15·6	Bengal & Assam.
40,59,937	9·44	18·2	46,57,161	10·9	20·9	Bengal and North-Western.
4,25,508	7·08	13·5	4,93,720	8·22	15·6	Bikaner State.
40,72,281	8·84	12·3	46,83,411	10·2	14·1	Bombay, Baroda and Central India.
11,51,583	9·19	10·9	13,76,273	11·0	13·0	Jodhpur.
27,29,935	6·09	12·1	31,00 613	6·91	13·8	Madras and Southern Mahratta.
8,40,593	6·58	11·3	9,36,432	7·33	12·6	Mysore State.
11,15,866	10·6	16·9	12,69,593	12·1	19·3	Nizam's State.
6,53,023	5·98	13·3	7,59,394	6·95	15·5	Rohilkund and Kumaon.
38,95,299	8·73	12·6	44,18,668	9·90	14·3	South Indian.
						2' 6" and 2' 0" Gauges.
25,610	4·03	15·1	27,973	4·40	16·5	Bengal & Assam.
8,34,038	6·29	12·6	9,22,078	6·95	14·0	Bengal Nagpur.
1,23,728	7·01	13·8	1,34,359	7·62	15·0	Bombay, Baroda and Central India.
68,288	3·87	15·3	68,334	3·87	15·3	Great Indian Peninsula.
42,810	3·51	13·8	47,697	3·91	15·4	Mysore State.
6,11,698	8·39	10·3	7,09,311	9·73	12·0	North Western.

30.—*Analysis of operating expenses of*

TABLE F.—EXPENSES OF

Railway.	General Administration, London Boards and Charges in India for Government supervision, control and audit (F. I. 1100 and 1200).			General Manager's and Divisional Superintendent's Offices—(F. I. 1300).			Accounts and Audit Department—(F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal & Assam	..	..	..	3,82,639	0·86	0·92	5,51,502	1·24	1·32
Bengal-Nagpur	3,00,537	0·33	0·36	5,24,797	0·58	0·64	13,83,895	1·52	1·69
Bombay, Baroda and Central India	..	..	..	3,16,941	0·66	0·65	9,45,784	1·96	1·94
East Indian	..	..	..	15,42,829	0·88	1·04	26,81,299	1·53	1·81
Great Indian Peninsula	..	..	..	2,40,772	0·17	0·20	17,30,818	1·20	1·47
Madras and Southern Mahratta	1,88,902	0·43	0·52	2,18,076	0·50	0·61	6,53,008	1·51	1·82
Nizam's State	1,30,295	0·98	1·34	1,32,396	1·00	1·37	2,20,229	1·66	2·27
North Western	119	0·00	0·00	17,61,822	1·22	1·26	25,95,050	1·79	1·85
South Indian	91,712	0·43	0·66	1,32,853	0·64	0·96	3,27,717	1·65	2·36
3′ 3½″ Gauge.									
Bengal & Assam	..	..	..	5,66,384	1·00	1·35	8,06,339	1·43	1·93
Bengal and North-Western	1,66,891	0·39	0·75	1,36,297	0·32	0·61	5,54,169	1·29	2·49
Bikaner State	2,610	0·04	0·08	71,747	1·19	2·27	95,742	1·59	3·03
Bombay, Baroda and Central India	..	..	..	1,94,251	0·42	0·58	5,87,763	1·27	1·77
Jodhpur	..	..	..	91,771	0·73	0·86	2,33,724	1·87	2·21
Madras and Southern Mahratta	1,94,267	0·43	0·86	1,27,650	0·28	0·57	4,58,140	1·02	2·03
Mysore State	12,433	0·10	0·17	58,960	0·46	0·79	1,48,398	1·16	2·00
Nizam's State	92,286	0·88	1·40	95,195	0·91	1·45	1,52,909	1·45	2·32
Rohilkund and Kumaon	65,770	0·60	1·34	47,611	0·44	0·97	1,40,735	1·29	2·87
South Indian	2,02,264	0·45	0·65	2,01,033	0·45	0·65	5,30,499	1·19	1·71
2′ 6″ and 2′ 0″ Gauges.									
Bengal & Assam	..	..	..	1,610	0·25	0·95	2,109	0·33	1·24
Bengal Nagpur	99,996	0·75	1·52	21,069	1·16	0·32	55,620	0·42	0·84
Bombay, Baroda and Central India	..	..	..	10,209	0·58	1·14	23,930	1·36	2·67
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	665	0·06	0·21	3,149	0·26	1·01	7,935	0·65	2·55
North-Western	1	0·00	0·00	27,822	0·38	0·47	38,004	0·52	0·65

Class I Railways for the year 1942-43—contd.

GENERAL DEPARTMENT.

Stores Department—(F. I. 1500).			Medical Department—(F. I. 1700).			Police—(F. I. 1800).			Railway.
Total amount.	Per train mile.	Percentage of Total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
198	199	200	201	202	203	204	205	206	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
6,81,413	1·53	1·63	2,88,103	0·64	0·69	9,36,027	2·10	2·24	Bengal & Assam.
9,58,198	1·05	1·17	6,23,018	0·68	0·76	8,68,361	0·95	1·06	Bengal-Nagpur.
5,75,621	1·20	1·18	3,09,946	0·64	0·63	8,68,858	1·80	1·78	Bombay, Baroda and Central India.
18,27,478	1·04	1·24	8,82,505	0·50	0·60	20,60,070	1·17	1·39	East Indian.
11,86,408	0·82	1·00	6,97,815	0·48	0·59	16,11,323	1·11	1·36	Great Indian Peninsula.
3,05,471	0·71	0·85	2,68,713	0·62	0·75	4,42,439	1·02	1·23	Madras and Southern Mahratta.
1,16,727	0·88	1·20	1,16,301	0·88	1·20	1,03,841	0·78	1·07	Nizam's State.
16,15,776	1·12	1·16	8,39,551	0·58	0·60	23,99,793	1·66	1·71	North Western.
2,05,064	0·98	1·47	1,14,152	0·55	0·82	1,63,772	0·78	1·18	South Indian.
									3′ 3¾″ Gauge.
2,20,717	0·39	0·53	6,67,775	1·18	1·60	2,31,203	0·41	0·55	Bengal & Assam.
75,680	0·18	0·34	1,71,148	0·39	0·77	2,90,048	0·68	1·30	Bengal and North-Western.
33,443	0·56	1·06	473	0·01	0·01	10,104	0·17	0·32	Bikaner State.
3,89,622	0·84	1·17	3,22,238	0·70	0·97	5,61,283	1·22	1·69	Bombay, Baroda and Central India.
1,08,045	0·86	1·02	33,843	0·27	0·32	71,999	0·57	0·68	Jodhpur.
1,56,160	0·35	0·69	1,88,316	0·42	0·84	2,95,137	0·66	1·31	Madras and Southern Mahratta.
59,419	0·46	0·80	45,201	0·35	0·61	45,864	0·36	0·62	Mysore State.
84,439	0·80	1·28	86,325	0·82	1·31	1,11,506	1·06	1·69	Nizam's State.
25,005	0·23	0·51	39,381	0·36	0·80	83,048	0·76	1·70	Rohilkund and Kumaon.
3,20,418	0·72	1·04	2,63,456	0·59	0·85	2,97,146	0·67	0·96	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
559	0·09	0·33	1,347	0·21	0·80	45	0·01	0·03	Bengal & Assam.
38,473	0·29	0·58	46,810	0·35	0·71	81,848	0·62	1·24	Bengal Nagpur.
2,198	0·12	0·24	2,419	0·14	0·27	10,953	0·62	1·22	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
3,187	0·26	1·02	2,427	0·20	0·78	2,453	0·20	0·79	Mysore State.
22,609	0·31	0·38	22,437	0·31	0·38	69,859	0·96	1·18	North-Western.

30.—Analysis of operating expenses of

Railway.	TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*								
	Total General Administration —(F. I.).			Total Repairs and Maintenance —(F. II.).			Total Working Expenses—Abstract F.		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal & Assam	29,13,229	6·53	6·97	74,664	0·17	0·18	29,87,893	6·70	7·15
Bengal Nagpur	48,41,661	5·31	5·90	88,381	0·09	0·11	49,30,042	5·40	6·01
Bombay, Baroda and Central India	31,41,820	6·52	6·44	36,392	0·08	0·07	31,78,212	6·60	6·51
East Indian	92,16,167	5·25	6·23	1,01,282	0·06	0·07	93,17,449	5·31	6·30
Great Indian Peninsula	56,79,319	3·92	4·80	75,366	0·05	0·06	57,54,685	3·97	4·86
Madras and Southern Mahratta	21,65,520	4·99	6·02	27,868	0·07	0·08	21,93,388	5·06	6·10
Nizam's State	8,41,552	6·35	8·67	6,698	0·05	0·07	8,48,250	6·40	8·74
North Western	93,21,081	6·45	6·66	77,870	0·05	0·05	93,98,951	6·50	6·71
South Indian	10,63,052	5 07	7·64	9,796	0·05	0·07	10,72,848	5·12	7·71
3′ 3¾″ Gauge.									
Bengal & Assam	26,09,077	4·62	6·24	8,914	0·02	0·02	26,17,991	4·64	6·26
Bengal and North-Western	14,43,477	3·36	6·49	34,159	0·08	0·15	14,77,636	3·44	6·64
Bikaner State	2,25,105	3·74	7·12	1,980	0·03	0·06	2,27,085	3·77	7·18
Bombay, Baroda and Central India	21,46,614	4·65	6·46	16,772	0·04	0·05	21,63,386	4·69	6·51
Jodhpur	5,53,848	4·42	5·23	4,875	0·04	0·05	5,58,723	4·46	5·28
Madras and Southern Mahratta	14,67,874	3·27	6·51	13,175	0·03	0·06	14,81,049	3·30	6·57
Mysore State	3,91,525	3·06	5·28	538	..	0·01	3,92,063	3·06	5·29
Nizam's State	6,38,106	6·07	9·69	4,776	0·05	0·07	6,42,882	6·12	9·76
Rohilkund and Kumaon	4,31,369	3·95	8·80	7,256	0·07	0·15	4,38,625	4·02	8·95
South Indian	18,81,616	4·22	6·07	24,360	0·05	0·08	19,05,976	4·27	6·15
2′ 6″ and 2′ 0″ Gauges.									
Bengal & Assam	5,938	0·93	3·51	..	..	..	5,938	0·93	3·51
Bengal Nagpur	3,51,158	2·64	5·32	..	..	..	3,51,158	2·64	5·32
Bombay, Baroda and Central India	51,909	2·94	5·78	..	..	..	51,909	2·94	5·78
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	20,937	1·72	6·73	29	..	0·01	20,966	1·72	6·74
North-Western	1,82,252	2·50	3·09	1,176	0·02	0·02	1,83,428	2·52	3·11

Class I Railways for the year 1942-43—contd.

TABLE G.—MISCELLANEOUS EXPENSES.

Total General Administration—(G. I).			Total Operating Expenses—(G. III).			Total Working Expenses—Abstract G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
59,21,039	13·3	14·2	2,21,856	0·50	0·53	61,42,925	13·8	14·7	Bengal and Assam.
82,18,749	9·01	10·0	6,88,046	0·75	0·84	89,06,795	9·76	10·9	Bengal Nagpur.
53,43,644	11·1	11·0	1,49,118	0·31	0·31	54,92,762	11·4	11·3	Bombay, Baroda and Central India.
1,56,83,168	8·93	10·6	7,29,234	0·41	0·49	1,64,12,402	9·34	11·1	East Indian.
87,04,811	6·01	7·35	1,44,124	0·10	0·13	88,48,935	6·11	7·48	Great Indian Peninsula.
54,06,153	12·5	15·0	5,04,368	1·16	1·41	69,10,521	13·6	16·5	Madras and Southern Mahratta.
6,42,474	4·85	6·62	48,246	0·36	0·50	6,90,720	5·21	7·12	Nizam's State.
91,53,893	6·33	65·3	6,96,892	0·48	0·50	98,50,785	6·81	7·03	North Western.
17,46,417	8·33	12·6	1,56,051	0·75	1·12	19,02,468	9·08	13·7	South Indian.
									3′ 3¼″ Gauge.
61,91,142	11·0	12·8	1,44,865	0·26	0·30	63,33,007	11·2	13·1	Bengal and Assam.
11,21,236	2·61	5·03	1,046	0·00	0·01	11,22,282	2·61	5·04	Bengal and North Western
98,134	1·64	3·10	16,916	0·28	0·54	1,15,050	1·92	3·64	Bikaner State.
24,90,611	5·40	7·50	1,03,750	0·22	0·31	25,94,361	5·62	7·81	Bombay, Baroda and Central India.
4,33,443	3·46	4·03	3,87,207	3·09	3·66	8,20,650	6·55	7·75	Jodhpur.
18,37,549	4·10	8·15	2,55,643	0·57	1·13	20,93,192	4·67	9·28	Madras and Southern Mahratta.
2,95,099	2·31	3·98	18,900	0·15	0·26	3,13,999	2·46	4·24	Mysore State.
4,31,785	4·11	6·56	33,550	0·32	0·51	4,65,335	4·43	7·07	Nizam's State.
2,85,768	2·62	5·83	..	..	..	2,85,768	2·62	5·83	Rohilkund and Kumaon.
30,94,576	6·94	9·99	5,38,092	1·20	1·74	36,32,668	8·14	11·7	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
5,356	0·84	3·17	327	0·05	0·19	5,683	0·89	3·56	Bengal and Assam.
1,57,401	1·18	2·38	3,758	0·03	0·06	1,61,159	1·21	2·44	Bengal Nagpur.
15,700	0·89	1·75	—84	—0·00	—0·01	15,616	0·89	1·74	Bombay, Baroda and Central India.
8,392	0·48	1·88	..	..	..	8,392	0·48	1·88	Great Indian Peninsula.
14,173	1·16	4·56	918	0·07	0·30	15,091	1·23	4·86	Mysore State.
2,03,308	2·79	3·44	9,256	0·13	0·16	2,12,564	2·92	3·60	North Western.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES OF

Railway.	General Administration—(H. I.)				Electric Traction—Sub-Stations, overhead equipment, etc.,—Running and Workshop repair—(H. II 2110 and 2120).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	225	226	227	228	229	230	231	232
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	
Bengal and Assam	3,49,216	2·04	0·78	0·84	..	..	..	..
Bengal-Nagpur	3,60,164	0·78	0·40	0·44	..	..	..	..
Bombay, Baroda and Central India	4,77,569	2·01	0·99	0·98	85,200	4·20	1·04	0·17
East Indian	11,05,798	1·15	0·63	0·75	..	..	..	..
Great Indian Peninsula	12,83,914	6·82	2·45	1·08	5,44,821	5,27	1·80	0·46
Madras and Southern Mahratta	2,37,985	1·18	0·55	0·66	..	..	..	..
Nizam's State	29,208	0·45	0·22	0·30	..	..	..	..
North Western	8,97,411	1·38	0·62	0·64	..	..	..	..
South Indian	83,045	1·18	0·40	0·60	..	..	..	..
3′ 3⅜″ Gauge.								
Bengal and Assam	3,68,582	1·43	0·65	0·76	..	..	..	..
Bengal and North Western	67,035	0·37	0·16	0·30	..	..	..	..
Bikaner State	4,246	0·16	0 07	0·14	..	..	..	..
Bombay, Baroda and Central India	2,26,459	1·00	0·49	0·68	..	..	..	..
Jodhpur	5,112	0·08	0·04	0·05	..	..	..	..
Madras and Southern Mahratta	1,61,544	1·07	0·36	0·72	..	..	..	..
Mysore State	11,196	0·33	0·09	0·15	..	..	..	..
Nizam's State	22,929	0·62	0·22	0·35	..	..	..	..
Rohilkund and Kumaon	48,218	1·29	0·44	0·98	..	..	..	..
South Indian	2,46,017	1·57	0·55	0·79	11,967	1·77	0·22	0·04
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	370	0·37	0·06	0·22	..	..	..	..
Bengal Nagpur	3,988	0·06	0·03	0·06	..	..	..	..
Bombay. Baroda and Central India	358	0·08	0·04	0·02	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	591	0·23	0·05	0·19	..	..	..	..
North Western	22,443	1·22	0·31	0·38	..	..	..	..

Class I Railways for the year 1942-43—contd.

ELECTRICAL DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H. II 2131).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
233	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
25,815	1·27	0·31	0·05	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	East Indian.
51,305	1·66	0·34	0·04	1,09,931	1·52	0·72	0·09	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ Gauge.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
6,388	0·95	0·13	0·02	*1,919	*0·28	*0·63	*0·01	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.

* Includes running repairs to Battery Locomotives.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II, 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II, 2134).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	241	242	243	244	245	246	247	248
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	2,823	0·14	0·03	0·01	1,12,772	5·56	1·38	0·23
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	2,16,098	6·97	1·45	0·18
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..		..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3¼″ Gauge.								
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	*	*	*	*	13,590	2·01	0·27	0·05
2′ 6″ and 2′ 0″ Gauges.								
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..

* Included in Columns 237 to 240.

Class I Railways for the year 1942-43—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Rolling Stock traction equipment—Electric Locomotive—Workshop repairs—(H. II. 2135).				Rolling Stock traction equipment—Battery Locomotive—Workshop repairs—(H. II. 2136).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
249	250	251	252	253	254	255	256	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	964	0·05	0·01	0·00	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	East Indian.
1,25,753	1·74	0·82	0·11	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ Gauge.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
*1,300	*0·19	*0·43	*0·00	†	†	†	†	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.

* Includes workshop repairs to Battery Locomotives.
† Included in columns 249 to 252

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Body Work under Frames, bogies, etc.—Running and Workshop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	257	258	259	260	261	262	263	264
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	4,63,927	22·9	5·66	0·96	6,91,501	34·1	8·43	1·42
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	12,53,669	12·1	4·14	1·06	23,01,577	22·3	7·60	1·94
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3½″ Gauge.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	9,983	1·48	0·19	0·03	87,453	13·0	1·64	0·28
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..

Class I Railways for the year 1942-43—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. II. 2200).				Electric Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	269	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
6,44,136	3·77	1·45	1·54	3,36,856	1·97	0·75	0·81	Bengal and Assam.
7,57,576	1·64	0·83	0·92	7,01,963	1·51	0·77	0·86	Bengal Nagpur.
7,74,840	3·26	1·61	1·59	2,49,861	1·05	0·52	0·51	Bombay, Baroda and Central India.
20,33,349	2·12	1·16	1·37	14,37,823	1·50	0·82	0·97	East Indian.
17,72,101	2·73	1·22	1·50	8,15,706	1·26	0·56	0·69	Great Indian Peninsula.
4,39,970	2·19	1·01	1·22	1,82,438	0·91	0·42	0·51	Madras and Southern Mahratta.
89,073	1·40	0·67	0·92	69,535	1·09	0·53	0·72	Nizam's State.
18,77,542	2·88	1·30	1·34	8,77,703	1·35	0·61	0·63	North Western.
1,49,640	2·12	0·72	1·08	84,944	1·21	0·40	0·61	South Indian.
								3′ 3½″ Gauge.
5,10,661	1·99	0·90	1·05	4,21,562	1·64	0·75	0·87	Bengal and Assam.
1,92,946	1·06	0·45	0·87	1,94,607	1·06	0·45	0·87	Bengal and North Western.
33,293	1·23	0·56	1·05	56,956	2·12	0·95	1·80	Bikaner State.
5,99,728	2·65	1·30	1·81	2,65,006	1·17	0·57	0·80	Bombay, Baroda and Central India.
62,484	0·95	0·50	0·59	1,15,402	1·76	0·92	1·09	Jodhpur.
1,90,125	1·27	0·42	0·84	2,18,527	1·45	0·49	0·97	Madras and Southern Mahratta.
30,867	0·91	0·24	0·42	62,013	1·83	0·49	0·84	Mysore State.
34,728	0·95	0·33	0·53	1,24,154	3·37	1·18	1·88	Nizam's State.
..	..	..	..	26,573	0·71	0·25	0·54	Rohilkund and Kumaon.
4,67,460	2·99	1·05	1·51	2,06,079	1·32	0·46	0·67	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
155	0·15	0·02	0·09	1,387	1·38	0·22	0·82	Bengal and Assam.
25,598	0·52	0·19	0·39	47,346	0·95	0·36	0·72	Bengal Nagpur.
1,617	0·38	0·18	0·09	5,002	1·18	0·56	0·29	Bombay, Baroda and Central India.
1,566	0·35	0·09	0·35	..	..	..	..	Great Indian Peninsula.
1,625	0·64	0·13	0·52	3,268	1·28	0·27	1·05	Mysore State.
61,055	3·33	0·84	1·03	68,119	3·71	0·93	1·16	North Western.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Repairs and Maintenance—(H. II.).				Electric Traction—Running Staff—(H. III. 3110).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	273	274	275	276	277	278	279	280
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	9,80,992	5·74	2·20	2·34	..	..	..	..
Bengal Nagpur	14,95,407	3·23	1·64	1·82	..	..	..	..
Bombay, Baroda and Central India	17,16,496	7·22	3·56	3·52	4,34,661	21·4	5·30	0·89
East Indian	34,71,172	3·62	1·98	2·34	..	..	..	..
Great Indian Peninsula	48,95,869	7·55	3·38	4·14	17,63,650	17·0	5·82	1·49
Madras and Southern Mahratta	6,25,800	3·12	1·44	1·74	..	..	..	..
Nizam's State	1,58,608	2·49	1·20	1·64	..	..	..	..
North Western	27,55,245	4·23	1·91	1·97	..	..	..	..
South Indian	2,34,584	3·33	1·12	1·69	..	..	..	..
3′ 3¾″ GAUGE.								
Bengal and Assam	9,32,223	3·63	1·65	1·92	..	..	..	..
Bengal and North Western	3,87,553	2·12	0·90	1·74	..	..	..	..
Bikaner State	90,249	3·35	1·51	2·85	..	..	..	..
Bombay, Baroda and Central India	8,72.392	3·86	1·89	2·63	..	..	..	..
Jodhpur	1,77,886	2·71	1·42	1·68	..	..	..	..
Madras and Southern Mahratta	4,14,960	2·76	0·93	1·84	..	..	..	..
Mysore State	92,880	2·74	0·73	1·26	..	..	..	..
Nizam's State	1,58,882	4·32	1·51	2·41	..	..	..	..
Rohilkund and Kumaon	26,573	0·71	0·25	0·54	..	..	..	..
South Indian	7,60,992	4·86	1·71	2·46	84,886	12·6	1·59	0·27
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal and Assam	1,541	1·53	0·24	0·91	..	..	..	..
Bengal Nagpur	72,944	1·47	0·55	1·11	..	..	..	..
Bombay, Baroda and Central India	6,619	1·56	0·74	0·38	..	..	..	..
Great Indian Peninsula	1,566	0·35	0·09	0·35	..	..	..	..
Mysore State	4,893	1·92	0·40	1·57	..	..	..	..
North Western	1,29,174	7·04	1·77	2·19	..	..	..	..

Class I Railways for the year 1942-43—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric traction—Electric current—(H. III. 3140).				Electric traction—Examiners, cleaners, oilers, etc.—(H. III. 3150).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
11,86,117	58·5	14·5	2·43	59,070	2·91	0·72	0·12	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	East Indian.
14,03,734	13·6	4·64	1·19	80,015	0·77	0·26	0·07	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ Gauge.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
2,21,995	32·9	4·17	0·72	11,035	1·64	0·21	0·03	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H. III. 3160 and 3170).				Total Electric traction—Operating Expenses—(H. III. 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	33,190	1·64	0·41	0·07	17,13,038	84·4	20·9	3·51
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	1,67,338	1·62	0·55	0·14	34,14,737	33·0	11·3	2·89
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3¾″ Gauge.								
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	—60	—0·00	—0·00	—0·00	—60	—0·00	—0·00	—0·00
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	11,549	1·71	0·22	0·04	3,29,465	48·8	6·19	1·06
2′ 6″ and 2′ 0″ Gauges.	..	..	..	..	..	..	..	..
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..

Class I Railways for the year 1942-43—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H. III. 3200).				Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus and Miscellaneous—(H. III.-3300)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
297	298	299	300	301	302	303	304	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
—75,069	—0·45	—0·17	—0·18	1,52,720	0·90	0·34	0·37	Bengal & Assam.
3,23,916	0·70	0·35	0·39	4,01,774	0·87	0·44	0·49	Bengal-Nagpur.
3,00,540	1·26	0·62	0·62	3,34,447	1·40	0·69	0·68	Bombay, Baroda and Central India.
4,85,803	0·51	0·28	0·33	6,64,044	0·69	0·38	0·45	East Indian.
2,46,960	0·38	0·17	0·21	5,39,366	0·83	0·37	0·45	Great Indian Peninsula.
1,79,546	0·89	0·41	0·50	1,63,789	0·82	0·38	0·46	Madras and Southern Mahratta.
1,836	0·03	0·01	0·02	71,980	1·13	0·54	0·74	Nizam's State.
2,86,970	0·44	0·20	0·21	6,72,189	1·03	0·46	0·48	North Western.
56,448	0·80	0·27	0·40	38,684	0·55	0·18	0·28	South Indian.
								3′ 3¼″ GAUGE.
2,43,459	0·95	0·43	0·50	2,03,538	0·79	0·36	0·42	Bengal & Assam.
1,52,831	0·84	0·36	0·69	1,55,377	0·85	0·36	0·69	Bengal and North-Western.
67,252	2·50	1·12	2·12	26,325	0·97	0.44	0.83	Bikaner State.
1,17,732	0·52	0·26	0·35	2,79,355	1·23	0·60	0·84	Bombay, Baroda and Central India.
48,658	0·74	0·39	0·46	47,559	0·72	0·38	0·45	Jodhpur.
70,413	0·47	0·16	0·31	1,07,722	0·71	0·24	0·48	Madras and Southern Mahratta.
91,229	2·69	0·71	1·22	25,142	0·74	0·20	0·34	Mysore State.
1,172	0·03	0·01	0·02	57,244	1·56	0·55	0·87	Nizam's State.
61,485	1·65	0·56	1·26	7,500	0·20	0·07	0·15	Rohilkund and Kumaon.
1,40,932	0·90	0·32	0·46	79,845	0·51	0·18	0·26	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	23	0·02	0·00	0·01	Bengal & Assam.
7,118	0·14	0·06	0·11	20,268	0·41	0·15	0·30	Bengal Nagpur.
3,384	0·80	0·37	0·19	..	..	..	..	Bombay, Baroda and Central India.
121	0·03	0·01	0·03	484	0·11	0·02	0·11	Great Indian Peninsula.
4,807	1·89	0·39	1·55	1,325	0·52	0·11	0·42	Mysore State.
—33,86	—0·18	—0·05	—0·06	20,149	1·10	0·28	0·34	North Western.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Operating Expenses—(H. III).				Appropriation to Depreciation Reserve Fund—(H. IV).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal & Assam	77,651	0·45	0·18	0·19	57,482	0·34	0·13	0·14
Bengal-Nagpur	7,25,690	1·57	0·79	0·88	1,78,723	0·38	0·20	0·22
Bombay, Baroda and Central India	23,48,025	9·88	4·87	4·81	1,01,303	0·43	0·21	0·21
East Indian	11,49,847	1·20	0·66	0·78	3,50,888	0·37	0·19	0·24
Great Indian Peninsula	42,01,063	6·48	2·90	3·55	23,10,853	3·56	1·60	1·96
Madras and Southern Mahratta	3,43,335	1·71	0·79	0·96	25,669	0·13	0·06	0·07
Nizam's State	73,816	1·16	0·55	0·76	..	..	..	..
North Western	9,59,159	1·47	0·66	0·69	8,59,034	1·32	0·59	0·61
South Indian	95,132	1·35	0·45	0·68	16,804	0·24	0·08	0·12
3′ 3¾″ Gauge.								
Bengal & Assam	4,46,997	1·74	0·79	0·92	72,525	0·28	0·13	0·15
Bengal and North Western	3,08,208	1·69	0·72	1·38	5,306	0·03	0·00	0·03
Bikaner State	93,577	3·47	1·56	2·96	..	..	..	..
Bombay, Baroda and Central India	3,97,027	1·75	0·86	1·19	15,349	0·07	0·04	0·05
Jodhpur	96,820	1·47	0·77	0·91	..	..	..	..
Madras and Southern Mahratta	1,78,135	1·18	0·40	0·79	10,106	0·07	0·02	0·04
Mysore State	1,16,371	3·43	0·91	1·56	328	0·01	..	..
Nizam's State	58,416	1·59	0·56	0·89	..	..	..	..
Rohilkund and Kumaon	68,985	1·85	0·63	1·41	..	..	..	..
South Indian	5,50,242	3·51	1·23	1·78	49,854	0·32	0·11	0·16
2′ 6″ and 2′ 0″ Gauges.								
Bengal & Assam	23	0·02	0·00	0·01	119	0·12	0·02	0·07
Bengal Nagpur	27,386	0·55	0·21	0·41	..	..	..	..
Bombay, Baroda and Central India	3,384	0·80	0·37	0·19	..	..	..	..
Great Indian Peninsula	605	0·14	0·03	0·14	..	..	..	..
Mysore State	6,132	2·41	0·50	1·97	18	0·01	..	..
North Western	16,763	0·92	0·23	0·28	6,468	0·35	0·09	0·11

Class I Railways for the year 1942-43—contd.

OF ELECTRICAL DEPARTMENT—*concld.*

Total Working Expenses—Abstract H.				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
313	314	315	316	
Rs.	Rs.	Rs.		5′ 6″ Gauge.
14,65,341	8·57	3·29	3·51	Bengal and Assam.
27,59,984	5·96	3·03	3·36	Bengal-Nagpur.
46,43,393	19·5	9·63	9·52	Bombay, Baroda and Centra India.
60,77,705	6·34	3·46	4·11	East Indian.
1,26,91,699	19·6	8·77	10·7	Great Indian Peninsula.
12,32,789	6·14	2·84	3·43	Madras and Southern Mahratta.
2,61,632	4·10	1·97	2·70	Nizam's State.
54,70,849	8·40	3·78	3·91	North Western.
4,29,565	6·10	2·05	3·09	South Indian.
				3′ 3⅜″ Gauge.
18,20,327	7·08	3·22	3·75	Bengal and Assam.
7,68,102	4·21	1·78	3·45	Bengal and North Western.
1,88,072	6·98	3·14	5·95	Bikaner State.
15,11,227	6·68	3·28	4·55	Bombay, Baroda and Central India.
2,79,818	4·26	2·23	2·64	Jodhpur.
7,64,745	5·08	1·71	3·39	Madras and Southern Mahratta.
2,20,775	6·51	1·73	2·97	Mysore State.
2,40,227	6·53	2·29	3·65	Nizam's State.
1,43,776	3·85	1·32	2·93	Rohilkund and Kumaon.
16,07,105	10·3	3·60	5·19	South Indian.
				2′ 6″ and 2′ 0″ Gauges.
2,054	2·04	0·32	1·21	Bengal and Assam.
1,04,318	2·10	0·79	1·58	Bengal Nagpur.
10,361	2·44	1·15	0·59	Bombay, Baroda and Central India.
2,171	0·49	0·12	0·49	Great Indian Peninsula.
11,634	4·57	0·95	3·73	Mysore State.
1,74,848	9·53	2·40	2·96	North Western.

30.—*Analysis of operating expenses of Class I Railways for the year 1942-43*—concld.

TABLES A TO H.

Summary.

NOTE.- Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals', but from 1936-37 all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of Other than State-owned portions of their railways systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
	317	318	319	320	321	322	323	324	325
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal and Assam	1,19,77,986	28·6	1,15,49,058	27·6	1,25,34,139	30·0	57,48,248	13·8	4,18,09,431
Bengal-Nagpur	1,95,98,659	23·9	2,32,35,281	28·3	2,70,46,880	33·0	1,21,54,956	14·8	8,20,35,776
Bombay, Baroda and Central India	1,19,54,056	24·5	1,32,40,580	27·2	1,51,21,184	31·0	84,41,958	17·3	4,87,57,778
East Indian	3,60,52,617	24·4	3,84,85,293	26·0	4,86,25,214	32·9	2,47,53,183	16·7	14,79,16,307
Great Indian Peninsula	2,34,71,361	19·8	3,05,92,066	25·9	4,54,52,728	38·4	1,87,72,162	15·9	11,82,88,317
Madras and Southern Mahratta	1,00,37,574	27·9	77,88,350	21·7	1,25,54,929	34·9	55,53,416	15·5	3,59,34,269
Nizam's State	23,65,795	24·4	22,23,331	22·9	32,18,928	33·2	(*b*) 18,98,761	19·5	97,06,815
North Western	2,78,02,787	19·9	3,56,67,701	25·5	5,35,66,689	38·2	2,30,06,576	16·4	14,00,43,753
South Indian	38,36,820	27·6	27,50,302	19·8	54,18,130	38·9	19,08,800	13·7	1,39,14,052
3′ 3⅜″ GAUGE.									
Bengal and Assam	1,27,86,674	26·4	1,36,50,081	28·1	1,47,91,495	30·5	72,52,493	15·0	4,84,80,743
Bengal and North Western	42,96,088	19·3	60,31,217	27·1	83,85,960	37·7	(*b*) 35,49,781	15·9	2,22,63,046
Bikaner State	5,87,700	18·6	10,65,967	33·7	13,19,365	41·7	1,88,611	5·97	31,61,643
Bombay, Baroda and Central India	79,38.832	23·9	99,65,157	30·0	1,14,71,795	34·5	38,36,939	11·6	3,32,12,723
Jodhpur	17,30,423	16·3	28,25,525	26·7	32,68,392	30·9	(*b*) 27,59,226	26·1	1,05,83,566
Madras and Southern Mahratta	49,77,613	22·1	55,10,293	24·4	87,57,086	38·8	33,04,057	14·7	(*a*) 2,25,49,049
Mysore State	10,64,502	14·3	17,52,089	23·6	25,89,226	34·9	20,14,240	27·2	74,20,057
Nizam's State	17,23,311	26·2	16,90,679	25·7	22,28,551	33·8	(*b*) 9,44,083	14·3	65,86,624
Rohilkund and Kumaon	10,89,851	22·2	13,68,569	27·9	17,07,051	34·8	(*b*) 7,39,024	15·1	49,04,495
South Indian	74,31,711	24·0	64,81,213	20·9	1,13,94,529	36·8	56,61,897	18·3	3,09,69,350
2′ 6″ & 2′ 0″ GAUGES.									
Bengal and Assam	18,781	11·1	72,546	42·9	66,006	39·0	11,869	7·02	1,69,202
Bengal Nagpur	9,93,122	15·0	25,48,939	38·6	20,44,844	31·0	10,17,873	15·4	66,04,778
Bombay, Baroda and Central India	1,30,780	14·6	3,79,220	42·3	3,27,833	36·5	59,595	6·64	8,97,428
Great Indian Peninsula	36,080	8·08	2,19,212	49·0	1,91,636	42·9	..	..	4,46,928
Mysore State	54,907	17·7	91,708	29·5	1,31,195	42·2	33,089	10·6	3,10,899
North Western	9,05,147	15·3	15,51,183	26·3	20,03,566	34·0	14,42,491	24·4	59,02,387

(*a*) Excludes Rs. 4,64,038, the expenses of Mormugao Harbour.

(*b*) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under :—

B. & N. W. Railway (Company's portion) .. .. .. Rs. 18,03,683.
Jodhpur Railway (Durbar lines) .. .. Rs. 25,36,911.
Nizam's State Railway (H. E. H.'s Government lines) .. .. Rs. 76,788 (B. G. Rs. 30,159 and M.G. Rs. 46,629.)
Rohilkund and Kumaon Railway (Company's portion).. .. Rs. 2,90,351.

31.—*Statement of* ***Oil Consumption on Class I Railways*** *during the years 1941-42 and 1942-43.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal and Assam	*1941-42*	*516,482*	*150,754*	*8·87*	*8·02*	*227,561*	*1·33*
	1942-43	467,569	144,976	8·69	8·73	255,745	1·48
Bengal Nagpur	*1941-42*	*495,778*	*1,068,540*	*7·30*	*9·30*	*517,867*	*1·00*
	1942-43	452,772	1,041,807	8·13	9·57	547,679	1·17
Bombay, Baroda and Central India	*1941-42*	*253,435*	*214,119*	*5·60*	*6·35*	*301,230*	*1·22*
	1942-43	171,384	255,159	5·53	6·64	252,965	1·14
East Indian	*1941-42*	*1,808,141*	*1,986,916*	*9·78*	*11·3*	*1,295,671*	*1·11*
	1942-43	1,560,604	1,996 884	11·4	13·1	1,262,398	1·30
Great Indian Peninsula	*1941-42*	*936,306*	*1,317,884*	*7·98*	*10·8*	*724,838*	*1·07*
	1942-43	740,445	1,407,305	7·90	11·2	721,399	1·14
Madras and Southern Mahratta	*1941-42*	*493,250*	*335,809*	*10·4*	*10·2*	*165,337*	*0·77*
	1942-43	412,115	315,933	9·68	9·73	172,412	0·84
Nizam's State	*1941-42*	**87,262*	**82,661*	**7·22*	**7·61*	*34,794*	*0·53*
	1942-43	86,733	90,538	7·23	8·56	31,219	0·48
North Western	*1941-42*	*1,672,520*	*1,264,454*	*9·05*	*11·9*	*1,142,897*	*1·51*
	1942-43	1,381,197	1,244,142	9·28	12·6	1,067,915	1·61
South Indian	*1941-42*	*340,709*	*159,558*	*11·3*	*11·3*	*66,198*	*0·87*
	1942-43	207,553	189,837	10·3	11·1	66,307	0·91
Total	*1941-42*	**6,603,883*	**6,580,725*	**8·83*	**10·5*	*4,476,393*	*1·15*
	1942-43	5,480,372	6,686,672	9·21	11·1	4,378,039	1·26
3′ 3¼″ GAUGE.							
Bengal and Assam	*1941-42*	*459,186*	*151,555*	*6·02*	*6·04*	*256,451*	*0·89*
	1942-43	367,379	190,487	6·29	6·08	257,014	0·98
Bengal and North Western	*1941-42*	*269,916*	*171,673*	*4·54*	*5·06*	*225,241*	*1·00*
	1942-43	199,010	146,841	5·15	4·61	188,402	0·99
Bikaner State	*1941-42*	*81,978*	*5,244*	*6·57*	*6·99*	*87,133*	*3·13*
	1942-43	61,607	4,436	6·14	6·43	79,443	3·49
Bombay, Baroda and Central India	*1941-42*	*248,999*	*199,103*	*4·68*	*4·78*	*299,287*	*1·13*
	1942-43	169,777	220,061	5·09	5·19	236,878	1·02
Jodhpur	*1941-42*	*122,550*	*42,003*	*6·41*	*5·50*	*45,138*	*0·58*
	1942-43	93,767	46,547	6·22	6·55	39,095	0·58
Madras and Southern Mahratta	*1941-42*	*369,839*	*286,602*	*7·97*	*8·71*	*173,041*	*1·07*
	1942-43	302,264	286,482	8·14	7·86	163,992	1·04
Mysore State	*1941-42*	*72,216*	*48,504*	*4·31*	*5·89*	*74,982*	*1·79*
	1942-43	102,584	75,292	7·43	10·1	73,672	1·95
Nizam's State	*1941-42*	**73,610*	**41,553*	**5·63*	**7·14*	*23,311*	*0·58*
	1942-43	67,067	43,555	6·17	7·09	21,896	0·57
Rohilkund and Kumaon	*1941-42*	*65,534*	*26,126*	*4·47*	*3·89*	*31,184*	*0·70*
	1942-43	53,368	25,942	4·71	3·84	27,357	0·70
South Indian	*1941-42*	*485,823*	*168,314*	*6·74*	*6·54*	*123,322*	*0·64*
	1942-43	261,516	167,135	6·70	6·45	105,699	0·68
Total	*1941-42*	**2,249,651*	**1,140,677*	**5·87*	*6·05*	*1,339,090*	*0·93*
	1942-43	1,678,339	1,206,778	6·29	6·15	1,193,448	0·99

* Revised figures.

31.—*Statement of Oil Consumption on Class I Railways during the years 1941-42 and 1942-43*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" and 2' 0" Gauges.			
Bengal and Assam	*1941-42*	*11,850*	*9·26*
	1942-43	10,213	9·35
Bengal Nagpur	*1941-42*	*103,422*	*4·03*
	1942-43	118,171	4·23
Bombay, Baroda and Central India	*1941-42*	*21,187*	*4·72*
	1942-43	15,880	4·77
Great Indian Peninsula	*1941-42*	*47,960*	*10·3*
	1942-43	32,845	10·8
Mysore State	*1941-42*	*13,792*	*5·11*
	1942-43	12,932	5·83
North Western	*1941-42*	*156,729*	*9·03*
	1942-43	136,105	9·01
South Indian*	*1941-42*	*3,126*	*5·08*
	1942-43	..	..
Total	*1941-42*	*353,066*	*6·31*
	1942-43	326,146	6·21

* Lines closed for traffic from 31-10-1941.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1941-42 and 1942-43.*

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March		§§ 1st Sept. 1936.		
3·01. Route mileage	*1942*	*36·80*	***44·77*	*18·14*
	1943	36·80	44·77	18·14
3·02. Track mileage (excluding sidings)	*1942*	*91·60*	***89·49*	*36·28*
	1943	91·60	89·49	36·28
4. Mileage open for electric service on 31st March.	*1942*	*36·80*	***103·9*	*18·14*
	1943	36·80	103·19	18·14
5. No. of sub-power stations on 31st March	*1942*	*4*	*4*	*4*
	1943	4	4	*4*
6. No. of electric railway stations on 31st March	*1942*	*27*	***28*	*14*
	1943	27	28	14
7. Mileage of transmission cable on 31st March	*1942*	*†79·14*	***@80·45*	*41·48*
	1943	†79·14	@80·45	41·48
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1941-42*	*40*	*§53*	*24*
	1942 43	40	§53	24
8·02. Trailer coaches	*1941-42*	*120*	*153*	*48*
	1942-43	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1941-42*	*40*	*§53*	*24*
	1942-43	40	§53	24
9·02. Trailer coaches	*1941-42*	*120*	*153*	*48*
	1942-43	120	153	48
9·03. Train units*	*1941-42*	*40*	*51*	*24*
	1942-43	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1941-42*	*2*	*7*	*3*
	1942-43	3	8	2
10·02. Percentage of item 9·01	*1941-42*	*5·00*	*13·2*	*11·3*
	1942-43	7·50	15·1	8·92
10·03. Trailer coaches	*1941-42*	*5*	*14*	*5*
	1942-43	8	17	4
10·04. Percentage of item 9·02	*1941-42*	*4·17*	*9·15*	*11·3*
	1942-43	6·67	11·1	8·92

* A train unit is a motor coach and three trailers.

† Overhead 42·50 miles and underground 36·64 miles.

§ Includes 2 spare motor coaches.

‡ Figures for items 8 onwards include statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Kasara and Kalyan-Karjat which sections are also utilised for main line traffic.

@ Over head 35·57 miles and under ground 44·88 miles.

** Revised figure.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1941-42 and 1942-43*—contd.

NOTE. 1. The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—concld.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1941-42* ..	*38*	*46*	*21*
	1942-43 ..	37	45	22
11·02. Trailer coaches	*1941-42* ..	*115*	*139*	*43*
	1942-43 ..	112	136	44
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1941-42* ..	*38*	*39*	*19*
	1942-43 ..	34	41	18
12·02. Trailer coaches	*1941-42* ..	*95*	*116*	*38*
	1942-43 ..	108	121	36
12.03. Train units*	*1941-42* ..	*38*	*39*	*19*
	1942-43 ..	34	41	18
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1941-42* ..	*Nil*	*7*	*3*
	1942-43 ..	3	4	4
13·02. Trailer coaches	*1941-42* ..	*20*	*23*	*5*
	1942-43 ..	4	15	8
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1941-42* ..	*77,072*	*773,739*	*675,342*
	1942-43 ..	35,086	902,016	726,524
14·02. Total two unit traffic trains	*1941-42* ..	*§1,228,697*	*1,308,851*	*94,557*
	1942-43 ..	@1,274,443	1,483,949	74,742
14·02. (*a*) Total three unit traffic trains ..	*1941-42* ..	*Nil*	*Nil*	*2,366*
	1942-43 ..	Nil	5,063	1,658
14·02. (*b*) Total four unit traffic trains ..	*1941-42* ..	*Nil*	*Nil*	*Nil*
	1942-43 ..	Nil	Nil	Nil
14·03. Total traffic trains	*1941-42* ..	*2,534,466*	*3,391,441*	*871,554*
	1942-43 ..	2,583,972	3,885,103	880,982
14·04. Other trains	*1941-42* ..	*20,867*	*Nil*	*Nil*
	1942-43 ..	20,084	Nil	Nil
15. Hours—				
15·01. Traffic trains	*1941-42* ..	*122,942*	*144,521*	*37,043*
	1942-43 ..	125,179	165,520	38,521
15·02. Other	*1941-42* ..	*1,571*	*29,087*	*Nil*
	1942-43 ..	1,449	27,572	Nil
15·03. Total	*1941-42* ..	*124,513*	*173,608*	*37,043*
	1942-43 ..	126,628	193,092	38,521
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1941-42* ..	*†8,909,137*	*13,345,086*	*2,614,662*
	1942-43 ..	**10,066,719	15,492,393	2,642,946
16·02. Other trains	*1941-42* ..	*74,496*	*Nil*	*Nil*
	1942-43 ..	78,329	Nil	Nil

* A train unit is a motor coach and three trailors.

§ Includes 540 miles run by G.I.P. trains to and from Andheri from 15-1-42.

† Includes 3,780 vehicle miles of the G. I. P. trains run to and from Andheri.

@ Includes 1,917 double unit traffic train miles run by the G. I. P. trains to and from Andheri.

** Includes 13,419 vehicle miles of the G. I. P. trains run to and from Andheri.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1941-42 and 1942-43*—contd.

NOTE 1.—The term 'in units' occurring in certain columns of the Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use	*1941-42* ..	*184*	*238*	*127*
	1942-43 ..	210	260	133
17·02. Train unit miles per day per train unit on line.	*1941-42* ..	*175*	*182*	*99*
	1942-43 ..	178	209	101
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1941-42* ..	*8·98*	*12·2*	*5·41*
	1942-43 ..	10·2	12·9	5·83
18·02. Train unit hours per day per train unit on line.	*1941-42* ..	*8·53*	*9·33*	*4·23*
	1942-43 ..	8·67	10·4	4·40
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1941-42* ..	*175*	*182*	*99*
	1942-43 ..	178	209	101
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1941-42* ..	*147*	*178*	*99*
	1942-43 ..	172	208	101
20. Motor coach failures—				
20·01. Number	*1941-42* ..	*Nil*	*168*	*12*
	1942-43 ..	Nil	270	20
20·02. Motor coach miles per motor coach failure (in units).	*1941-42* ..	*Nil*	*20,187*	*72,630*
	1942-43 ..	Nil	14,389	44,049
21. Power supply failure—				
21·01. Failures originating at source of supply	*1941-42* ..	*Nil*	*1*	*Nil*
	1942-43 ..	Nil	Nil	2
21·02. Failures originating at sub-station ..	*1941-42* ..	*Nil*	*1*	*Nil*
	1942-43 ..	Nil	3	1
21·03. Failures on account of overhead track equipment.	*1941-42* ..	*Nil*	*12*	*32*
	1942-43 ..	Nil	17	37
22. Number of passengers carried—				
22·01. First Class	*1941-42* ..	*65,498*	*20,051*	*Nil*
	1942-43 ..	129,323	57,672	Nil
22·02. Second Class	*1941-42* ..	*1,758,000*	*756,157*	*159,050*
	1942-43 ..	2,469,249	1,155,052	271,783
22·03. Third Class	*1941-42* ..	*57,896,010*	*44,620,949*	*9,525,829*
	1942-43 ..	61,647,576	51,171,316	12,712,919
22·04. Total	*1941-42* ..	*59,719,508*	*45,397,157*	*9,684,879*
	1942-43 ..	64,246,148	52,384,040	12,984,702

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1941-42 and 1942-43*—concld.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are also included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1941-42* ..	*568,077*	*154,784*	*Nil*
	1942-43 ..	1,060,316	430,871	Nil
23·02. Second Class	*1941-42* ..	*12,606,641*	*5,141,061*	*1,143,122*
	1942-43 ..	17,291,779	8,690,910	1,849,210
23·03. Third Class	*1941-42* ..	*402,721,187*	*310,764,432*	*58,527,719*
	1942-43 ..	442,635,191	404,811,113	74,004,880
23·04. Total	*1941-42* ..	*415,895,905*	*316,060,277*	*59,670,841*
	1942-43 ..	460,987,286	413,932,894	75,854,090
24 Earnings from passengers carried—				
24·01. First Class	*1941-42* ..	*22,731*	*8,729*	*Nil*
	1942-43 ..	62,194	27,728	Nil
24·02. Second Class	*1941-42* ..	*3,09,224*	*1,24,898*	*16,810*
	1942-43 ..	5,08,360	2,24,600	37,849
24·03. Third Class	*1941-42* ..	*47,74,612*	*38,32,157*	*7,87,540*
	1942-43 ..	52,68,783	50,26,596	10,53,710
24·04. Total	*1941-42* ..	*51,06,567*	*39,65,784*	*8,04,350*
	1942-43 ..	58,39,337	52,78,924	10,91,559
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1941-42* ..	*2·36*	*2·41*	*2·59*
	1942-43 ..	2·43	2·45	2·76
25·02. Cost per passenger mile .. Pies	*1941-42* ..	**1·33*	*1·55*	*1·49*
	1942-43 ..	*1·32	1·38	1·15
25·03. Earnings per train mile .. Rs.	*1941-42* ..	*2·06*	*1·90*	*1·04*
	1942-43 ..	2·31	2·21	1·36
25·04. Cost per train mile .. Rs.	*1941-42* ..	**1·16*	*1·23*	*0·60*
	1942-43 ..	*1·26	1·24	0·56
26. Gross ton miles (including Departmental) ..	*1941-42* ..	*492,208,835*	*617,283,285*	*66,826,786*
	1942-43 ..	548,063,844	719,421,909	68,494,662
27. Power used—				
27·01. Total power for traction and train lighting kilowatt hours.	*1941-42* ..	*(a) 30,821,052*	*42,251,183*	*4,089,799*
	1942-43 ..	(a) 35,621,290	49,217,693	4,123,379
27·02. Kilowatt hours per train unit mile ..	*1941-42* ..	*12·1*	*12·7*	*4·69*
	1942-43 ..	13·7	12·9	4·68
27·03. Kilowatt hours per 1,000 gross ton miles	*1941-42* ..	*62·6*	*70·0*	*61·2*
	1942-43 ..	65·0	70·0	60·2
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1941-42* ..	*40,376*	*130,435*	*15,891*
	1942-43 ..	45,319	138,718	16,461
28·02. Pints per 1,000 vehicle miles ..	*1941-42* ..	*4·50*	*9·77*	*6·08*
	1942-43 ..	4·48	8·95	6·23

These results are based on the expenditure of Abstract H only.
(a) Includes the power consumed by the G. I. P. Rly. trains.

33.—*Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1941-42 and 1942-43.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Rail Car Performance.

(*i*) Steam Propelled.

Railway.	Years.	Average authorised Stock (in terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car failures.		Lbs. of coal / Gallons of fuel consumed per 1,000 seat miles.
		Rail cars.	Trailer coaches.	Rail cars.	Trailer coaches.	Car miles.	Trailer coach miles.	Total (cols. 7+8).	Total seat miles (car and trailer).		Number.	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal Nagpur	*1941-42*	*2*	*Nil*	*2*	*Nil*	*11*	*Nil*	11	*1,100*	*14·5*	*2*	5,291	*124·2*
	1942-43	1	Nil	1	Nil	9	Nil	*9*	938	24·7	Nil	..	183·8
East Indian	*1941-42*	*3*	*Nil*	*3*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	*Nil*	..	*Nil*
	1942-43	3	Nil	3	Nil	Nil	Nil	Nil	Nil	..	Nil	..	Nil
North Western	*1941-42*	*6*	*2*	*6*	*2*	*140*	*53*	*193*	*6,862*	*63·9*	*3*	*46,679*	*271·6*
	1942-43	6	2	6	2	129	75	204	6,299	58·7	Nil	..	292·2
Total	*1941-42*	*11*	*2*	*11*	*2*	*151*	*53*	*204*	*7,962*	*37·6*	*5*	*30,200*	*251·2*
	1942-43	10	2	10	2	138	75	213	7,237	37·8	Nil	..	272·7
3′ 3¾″ GAUGE.													
Bengal and Assam	*1941-42*	*1*	*Nil*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	*Nil*	..	*Nil*
	1942-43	1	Nil	1	Nil	Nil	Nil	Nil	20	0·96	Nil	..	685·7
Bombay, Baroda and Central India.	*1941-42*	**3*	*Nil*	**3*	*Nil*	*33*	*Nil*	*33*	*3,749*	*30·0*	*Nil*	..	*215·7*
	1942-43	*3	Nil	*3	Nil	8	Nil	8	957	8·00	Nil	..	214·2
Nizam's State	*1941-42*	*2*	*Nil*	*2*	*Nil*	*13*	*Nil*	*13*	*1,501*	*13·0*	*Nil*	..	*125·5*
	1942-43	2	Nil	2	Nil	23	Nil	23	2,539	31·0	3	7,556	169·4
Total	*1941-42*	*6*	*Nil*	*6*	*Nil*	*46*	*Nil*	*46*	*5,250*	*21·0*	*Nil*	..	*189·9*
	1942-43	6	Nil	6	Nil	31	Nil	31	3,516	14·2	3	10,333	184·4
2′ 6″ and 2′ 0″ GAUGES.													
Bengal Nagpur	*1941-42*	*3*	*Nil*	*3*	*Nil*	*18*	*Nil*	*18*	*675*	*16·2*	*Nil*	..	*637·5*
	1942-43	3	Nil	3	Nil	1	Nil	1	53	1·27	Nil	..	891·2
North Western	*1941-42*	*3*	*Nil*	*3*	*Nil*	*43*	*Nil*	*43*	*1,826*	*39·7*	*2*	*21,735*	*314·1*
	1942-43	3	Nil	3	Nil	40	Nil	40	1,625	36·8	2	20,162	364·0
Total	*1941-42*	*6*	*Nil*	*6*	*Nil*	*61*	*Nil*	*61*	*2,501*	*27·9*	*2*	*30,500*	*401·2*
	1942-43	6	Nil	6	Nil	41	Nil	41	1,678	18·7	2	20,500	380·5

(*ii*) Internal Combustion Engine Propelled.

5′ 6″ GAUGE.													
Bengal Nagpur	*1941-42*	..	..	..	..	..	..	..	..	..	..	..	..
	1942-43	1	Nil	1	Nil	5	Nil	5	481	12·7	Nil	..	1·16
Madras and Southern Mahratta	*1941-42*	*6*	*Nil*	*6*	*Nil*	*270*	*Nil*	*270*	*29,695*	*123·0*	*3*	*89,986*	*1·25*
	1942-43	6	Nil	6	Nil	142	Nil	142	15,619	65·0	3	47,329	1·24
Nizam's State	*1941-42*	*4*	*Nil*	*4*	*Nil*	*155*	*Nil*	*155*	*13,004*	*106·0*	*2*	*77,404*	*1·53*
	1942-43	4	Nil	4	Nil	135	Nil	135	11,379	93·0	3	45,154	1·64
North Western	*1941-42*	*(b)12*	*Nil*	*12*	*Nil*	*361*	*Nil*	*361*	*36,413*	*82·3*	*2*	180,312	*(a)1·59*
	1942-43	(*b*)12	Nil	12	Nil	369	Nil	369	36,731	84·3	2	184,647	1·52
Total	*1941-42*	*22*	*Nil*	*22*	*Nil*	*786*	*Nil*	*786*	*79,112*	*97·9*	*7*	*112,286*	*1·45*
	1942-43	23	Nil	23	Nil	651	Nil	651	64,210	77·5	8	81,375	1·47
3′ 3¾″ GAUGE.													
Bikaner State	*1941-42*	*1*	*Nil*	*1*	*Nil*	*10*	*Nil*	*10*	*667*	*59·9*	*3*	*3,431*	*1·79*
	1942-43	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Jodhpur	*1941-42*	*1*	*Nil*	*1*	*Nil*	*4*	*Nil*	*4*	*43*	*9·73*	*Nil*	..	*8·63*
	1942-43	1	Nil	1	Nil	4	Nil	4	48	10·9	Nil	..	9·44
South Indian	*1941-42*	*3*	*Nil*	*3*	*Nil*	*50*	*Nil*	*50*	*3,478*	*45·0*	*Nil*	..	*0·68*
	1942-43	3	Nil	3	Nil	11	Nil	11	742	10·0	Nil	..	0·66
Total	*1941-42*	*5*	*Nil*	*5*	*Nil*	*64*	*Nil*	*64*	*4,188*	*35·1*	*3*	*21,333*	*0·94*
	1942-43	4	Nil	4	Nil	15	Nil	15	790	10·3	Nil	..	1·19
2′ 6″ GAUGE.													
Great Indian Peninsula.	*1941-42*	*1*	*1*	*1*	*1*	*25*	*5‡*	*30*	*1,686*	*67·6*	*Nil*	..	*§2·16*
	1942-43	1	1	1	1	11	7	17	947	29·8	Nil	..	§1·82
North Western	*1941-42*	*7*	*Nil*	*7*	*Nil*	*61*	*Nil*	*61*	*785*	*23·9*	*Nil*	..	*(c)14·6*
	1942-43	7	Nil	7	Nil	55	Nil	55	799	21·6	1	55,225	(*d*)13·5
Total	*1941-42*	*8*	*1*	*8*	*1*	*86*	*5‡*	*91*	*2,471*	*29·5*	*Nil*	..	*4·39*
	1942-43	8	1	8	1	66	7	72	1,746	22·6	1	66,000	3·13

* These are articulated sentinal coaches.
§ Oil fuel is used on this service.
(*a*) 300 seat miles run and 12 gallons of petrol have been excluded in working out this result.
(*b*) Includes one Inspection Car.
(*c*) 291,766 seat miles run and 2,976 gallons of diesel oil consumed by Electric Car No. 14 have been excluded in working out this result.
(*d*) 520,137 seat miles run and 4,855 gallons of diesel oil consumed, by electric car Nos. 8, 10 & 14 have been excluded in working out this result.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1943.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service)			† Railway service vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3¾" Gauge.																
Bhavnagar State	39	..	4	..	128	216	487	..	6,180	65	193	1,078	3	1,081	15	13
Dibru-Sadiya§	32	..	2	..	44	124	..	262	2,379	21	65	1,114	117	1,231	6	4
Gaekwar's Baroda State	24	..	4	..	162	99	129	..	5,074	3	165	268	6	274	4	16
Gondal (including Porbandar State).	28	..	..	..	110	166	405	..	3,696	30	140	618	**1	619	4	‡44
Jamnagar & Dwarka	16	..	8	..	56	101	207	..	1,772	19	75	580	72	652	3	11
Jaipur State	18	..	6	..	112	93	111	35	3,283	6	118	375	6	381	2	3
Junagad State	18	..	2	..	140	123	357	..	3,815	18	158	302	8	310	8	12
Morvi	22	..	4	..	104	193	394	..	3,020	30	134	404	..	404	..	2
Total	197	..	30	..	856	1,115	2,090	297	29,219	192	1,048	4,739	††213	4,952	42	§§105
2' 6" Gauge.																
Barsi Light	24	1	..	..	108	..	232	..	4,953	11	119	269	12	281	2	11
Gaekwar's Baroda State	44	..	6	..	302	79	202	..	6,148	3	305	1,211	14	1,225	10	11
Shahdara (Delhi)-Saharanpur Light.	11	..	1	..	43	18	42	140	1,060	1	44	288	..	288	4	1
Total	79	1	7	..	453	97	476	140	12,161	15	468	1,768	26	1,794	16	23
2' 0" Gauge.																
Darjeeling-Himalayan	35	..	..	..	107	147	308	..	2,050	24	131	529	..	529	..	..
Total	35	..	..	..	107	147	308	..	2,050	24	131	529	..	529	..	..
Class III Railways.																
3' 3¾" Gauge.																
Mewar State.	17	..	2	..	59	45	92	74	2,798	18	77	113	..	113	3	..
Total	17	..	2	..	59	45	92	74	2,798	18	77	113	..	113	3	..
2' 6" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	442	*4	23	22	..	22	..	..
Arrah-Sasaram Light	8	..	..	..	27	32	..	101	816	1	28	129	..	129	3	..
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(*b*) 1
Baraset-Basirhat Light	14	..	..	..	35	58	..	164	1,105	..	35	74	..	74	2	(*b*) 2
Carried over	34	..	..	..	108	132	42	441	2,979	11	119	297	..	297	5	3

* Brake vans.
† In units.
§ As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.
** On 31st March 1942 the special wagon was 1 on the line and not Nil as erroneously reported.
‡ On 31st March 1942 the goods vehicles were 44 on the line and not 45 as erroneously reported.
†† On 31st March 1942 the special wagons were 205 on the line and not 204 as erroneously reported.
§§ On 31st March 1942 the goods vehicles were 105 on the line and not 106 as erroneously reported.
(*b*) Inspection motor trollies.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1943*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). *Passenger carriages.* Number.	Seats by classes. 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	† GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE). Covered and open wagons.	Special wagons.	Total.	† RAILWAY SERVICE VEHICLES. Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	34	..	..	..	108	132	42	441	2,979	11	119	297	..	297	5	3
CLASS III RAILWAYS —concld.																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	25	24	24	82	502	2	27	47	..	47	1	§1
Bukhtiarpur-Bihar Light.	9	..	..	..	20	16	24	103	635	..	20	73	..	73	3	..
Burdwan-Katwa .	7	..	..	..	22	18	18	92	499	*4	26	36	..	36	..	§1
Cutch State . ..	6	..	..	..	18	..	72	..	440	..	18	72	1	73	..	1
Dehri-Rohtas Light .	5	3	1	..	6	20	..	12	170	4	10	154	..	154	1	..
Dholpur-State . .	6	..	..	..	9	..	20	..	401	..	9	114	3	117	..	2
Futwah-Islampur .	3	..	..	..	8	12	..	56	295	..	8	20	..	20	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,038	*8	46	45	..	45	..	..
Tezpur-Balipara Light (c)	4	..	..	..	19	12	..	40	670	4	23	90	..	90	..	1
Total .	92	3	1	..	273	264	234	938	7,629	33	306	948	4	952	10	9
2' 0" Gauge.																
Scindia State (Gwalior Light).	24	..	..	..	71	28	124	60	1,902	6	77	364	7	371	10	10
Howrah-Amta Light .	21	..	..	..	100	82	..	368	2,353	3	103	98	..	98	3	..
Howrah-Sheakhala Light.	4	..	**	..	29	22	..	77	703	..	29	11	..	11	..	..
Jagadhri Light . .	2	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat . . .	5	..	1	..	..	..	..	..	..	1	1	76	1	77	..	..
Matheran (Hill) Light.	3	..	2	..	27	81	81	..	176	(b)2	29	15	*2	17	2	(a) 4
Total .	59	..	§§3	..	231	219	205	519	5,218	13	244	571	10	581	15	14

* Brake vans.
(a) Includes one motor trolly.
† In units
§ Inspection motor trollies.
(b) Saloons.
(c) As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.
** On 31st March 1942 the Rail Cars were Nil on the line and not 3 as erroneously reported.
§§ On 31st March 1942 the Rail Cars were 3 on the line and not 6 as erroneously reported.

35.—*Statement of Net Additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1942-43.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of the size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches	† Coaching vehicles (excluding vehicles used exclusively on railway service).							† Goods wagons (excluding wagons used exclusively on railway service).			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes. 1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bhavnagar State	..	..	..	..	—1	..	..	..	—26	+1	..	—2	..	—2	..	..
Gaekwars' Baroda State	..	..	..	..	..	..	..	..	—52	..	..	..	..	..	..	..
Gondal (including Porbandar State)	..	..	..	..	..	..	..	..	+6	..	..	—38	*..	—37	..	‡..
Jamnagar & Dwarka	..	..	..	..	..	..	..	..	..	..	..	..	+8	+8	..	..
Jaipur State	+1	..	..	..	+24	+18	+3	+10	+780	+2	+26	+54	..	+54	..	..
Junagad State	..	..	+1	..	..	..	..	..	..	..	..	+1	..	+1	..	..
Morvi	..	..	..	..	+2	+14	+30	..	—6	..	+2	—24	..	—24	..	..
Total	+1	..	+1	..	+25	+32	+33	+10	+702	+3	+28	—9	+8§	...	..	..§§
2' 6" Gauge.																
Barsi Light	—2	..	..	..	..	..	..	..	—28	..	..	..	..	..	..	..
Gaekwar's Baroda State	+7	..	..	..	+44	..	+30	..	+1,076	..	+44	+140	+3	+143	..	..
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	..	..	..	..	+10	..	+10	..	..
Total	+5	..	..	..	+44	..	+30	..	+1,048	..	+44	+150	+3	+153	..	..
2' 0" Gauge.																
Darjeeling Himalayan	+1	..	—2	..	+4	+30	+6	..	—8	..	+4	+6	..	+6	..	..
Total	+1	..	—2	..	+4	+30	+6	..	—8	..	+4	+6	..	+6	..	..
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Mewar State	..	..	..	..	+1	..	+8	..	..	+1	+2	—3	..	—3	..	..
Total	..	..	..	..	+1	..	+8	..	..	+1	+2	—3	..	—3	..	..
2' 6" Gauge.																
Baraset-Basirhat Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bakhtiarpur Bihar Light	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	+1	..
Burdwan-Katwa	..	..	..	..	..	..	..	..	—4	..	..	..	..	..	..	..
Cutch State	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—1
Futwah-Islampur	+1	..	..	..	..	..	..	..	..	..	..	..	..	..	—1	..
Total	..	..	—1	..	..	..	..	..	—4	..	..	..	..	..	..	—1
2' 0" Gauge.																
Scindia State (Gwalior Light)	..	..	..	..	..	..	..	..	..	..	..	+17	..	+17	+1	+1
Howrah-Amta Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jagadhri Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jorhat	..	..	..	..	..	..	..	..	..	..	..	+4	..	+4	..	..
Matheran (Hill) Light	..	..	..	..	+1	..	+4	..	—18	..	+1	—1	..	—1	..	..
Total	—2	..	**	..	+1	..	+4	..	—18	..	+1	+20	..	+20	+1	+1

* On 31st March 1942 the special wagon was 1 on the line and not Nil as erroneously reported.
† In units.
‡ On 31st March 1942 the goods vehicles were 44 on the line and not 45 as erroneously reported.
§ On 31st March 1942 the special wagons were 205 on the line and not 204 as erroneously reported.
§§ On 31st March 1942 the goods vehicles were 105 on the line and not 106 as erroneously reported.
** On 31st March 1942 the Rail Cars were 3 on the line and not 6 as erroneously reported.

36.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1941-42 AND 1942-43.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1941-42*	..	*3,1*	..	*1,027,0*	*1,030,1*	*189,6*	..	*4,0*	..	*1,215,6*	*1,219,6*
		1942-43	..	4,4	..	1,326,4	1,330,8	148,3	..	5,7	..	1,473,4	1,479,1
Bhavnagar State	3′ 3⅜″	*1941-42*	*9*	*17,6*	..	*2,507,9*	*2,526,4*	*329,0*	*1,5*	*26,2*	..	*2,827,7*	*2,855,4*
		1942-43	1,2	32,3	..	2,934,4	2,967,9	358,5	1,8	44,1	..	3,280,5	3,326,4
Darjeeling Himalayan	2′ 0″	*1941-42*	*1,9*	*9,9*	..	*630,9*	*642,7*	*17,2*	*3,0*	*14,1*	..	*642,8*	*659,9*
		1942-43	7,5	38,0	..	727,1	772,6	31,5	10,5	46,8	..	746,8	804,1
Dibru Sadiya	3′ 3⅜″	*1941-42*	*4,1*	*Nil*	*40,9*	*1,610,3*	*1,655,3*	*40,5*	*4,8*	*Nil*	*43,7*	*1,647,3*	*1,695,8*
		1942-43	4,1	Nil	40,9	1,610,3	1,655,3	40,5	48	Nil	43,7	1,647,3	1,695,8
Gaekwar's Baroda State	3′ 3⅜″	*1941-42*	*4*	*10,4*	..	*4,198,6*	*4,209,4*	*726,9*	*1,0*	*17,7*	..	*4,917,6*	*4,936,3*
		1942-43	5	16,9	..	4,385,0	4,402,4	770,1	1,5	28,6	..	5,142,4	5,172,5
	2′ 6″	*1941-42*	*6*	*19,8*	..	*3,112,7*	*3,133,1*	*172,6*	*6*	*20,6*	..	*3,284,5*	*3,305,7*
		1942-43	7	22,9	..	2,950,4	2,974,0	114,9	8	23,6	..	3,064,5	3,088,9
Gondal	3′ 3⅜″	*1941-42*	*3*	*13,5*	..	*1,516,5*	*1,530,3*	*707,4*	*1,3*	*33,3*	..	*2,203,1*	*2,237,7*
		1942-43	6	30,9	..	1,864,6	1,896,1	872,1	1,7	61,6	..	2,704,9	2,768,2
Jaipur State	3′ 3⅜″	*1941-42*	*7*	*7,0*	*4*	*1,243,8*	*1,256,9*	*200,4*	*1,1*	*10,9*	*1,0*	*1,444,3*	*1,457,3*
		1942-43	1,3	15,6	8	1,580,5	1,598,2	228,5	1,6	20,8	1,6	1,802,7	1,826,7
Jamnagar & Dwarka	3′ 3⅜″	*1941-42*	*9*	*8,2*	..	*798,2*	*807,3*	*60,0*	*1,3*	*11,7*	..	*854,3*	*867,3*
		1942-43	1,8	16,6	..	1,065,2	1,083,6	69,0	2,5	21,1	..	1,129,0	1,152,6
Junagad State	3′ 3⅜″	*1941-42*	*4*	*16,3*	..	*2,093,3*	*2,110,0*	*256,4*	*7*	*22,7*	..	*2,343,0*	*2,366,4*
		1942-43	8	30,8	..	2,630,1	2,661,7	306,5	1,2	41,5	..	2,925,5	2,968,2
Morvi	3′ 3⅜″	*1941-42*	*9*	*12,4*	..	*917,9*	*931,2*	*397,6*	*2,5*	*29,4*	..	*1,296,9*	*1,328,8*
		1942-43	10	24,6	..	1,270,0	1,295,6	476,9	3,0	47,9	..	1,721,6	1,772,5
Shahdra (Delhi)-Saharanpur Light	2′ 6″	*1941-42*	*1*	*3,3*	*16,7*	*1,417,2*	*1,437,3*	*21,8*	*1*	*3,4*	*16,8*	*1,438,8*	*1,459,1*
		1942-43	3	5,6	23,0	1,628,0	1,656,9	13,4	3	5,8	23,4	1,640,8	1,670,3
Total Class II Railways	..	*1941-42*	*11,2*	*121,5*	*58,0*	*21,079,3*	*21,270,0*	*3,119,3*	*17,9*	*194,0*	*61,5*	*24,115,9*	*24,239,3*
		1942-43	19,8	238,6	64,7	23,972,0	24,295,1	3,430,2	29,7	347,5	68,7	27,279,4	27,725,3
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1941-42*	*1*	*2*	*3,8*	*260,4*	*264,5*	*4,9*	*1*	*3*	*4,0*	*265,0*	*269,4*
		1942-43	1	4	4,5	289,7	294,7	4,7	1	4	4,7	294,2	299,4
Arrah-Sasaram Light	2′ 6″	*1941-42*	*7*	..	*6,1*	*686,4*	*693,2*	*4,7*	*7*	..	*6,3*	*690,9*	*697,9*
		1942-43	7	..	5,9	506,5	513,1	7,7	7	..	6,0	514,1	520,8
Bankura-Damoodar River	2′ 6″	*1941-42*	..	*2*	*2,0*	*184,8*	*187,0*	*7*	..	*2*	*2,1*	*185,4*	*187,7*
		1942-43	..	3	3,4	257,3	261,0	8	..	3	3,5	258,0	261,8
Barasat-Basirhat Light	2′ 6″	*1941-42*	*3,6*	..	*39,1*	*1,224,2*	*1,266,9*	*6*	*3,6*	..	*39,1*	*1,224,8*	*1,267,3*
		1942-43	3,1	..	30,0	1,237,9	1,271,0	3	3,1	..	30,0	1,238,2	1,271,3
Bengal Provincial	2′ 6″	*1941-42*	*1*	*1,1*	*7,8*	*306,7*	*315,7*	*72,7*	*3*	*1,7*	*12,6*	*273,8*	*288,4*
		1942-43	3	1,8	7,9	356,6	366,6	82,0	4	3,0	11,2	434,0	448,8

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same Railway are considered as having made two or more separate journeys.

§ As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

Class II and III Railways for the years 1941-42 and 1942-43.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*220*	..	*45,774*	*45,994*	..	*54·6*	..	*37·7*	*37·7*	..	*11*	..	*3,64*	*3,75*	Barsi Light.
..	333	..	54,938	55,271	..	58·9	..	37·3	37·4	..	17	..	10,70	10,87	
102	*1,619*	..	*86,979*	*88,700*	*66·3*	*61·8*	..	*30·8*	*31·1*	*9*	*73*	..	*15,60*	*16,42*	Bhavnagar State.
124	2,709	..	106,871	109,704	67·5	61·4	..	32·6	33·0	11	1,22	..	19,19	20,52	
107	*483*	..	*9,525*	*10,115*	*35·5*	*34·4*	..	*14·8*	*15·3*	*16*	*46*	..	*2,90*	*3,52*	Darjeeling Himalayan.
395	1,619	..	15,279	17,293	37·5	34·6	..	20·5	21·5	55	1,55	..	4,99	7,09	
96	*Nil*	*867*	*23,636*	*24,599*	*19·9*	*Nil*	*19·8*	*14·4*	*14·5*	*9*	*Nil*	*25*	*3,80*	*4,14*	Dibru Sadiya.
96	Nil	867	23,636	24,599	19·9	Nil	19·8	14·4	14·5	9	Nil	25	3,80	4,14	
34	*432*	..	*75,370*	*75,836*	*32·7*	*24·4*	..	*15·3*	*15·4*	*4*	*27*	..	*14,87*	*15,18*	Gaekwar's Baroda State.
47	670	..	80,716	81,433	31·6	23·4	..	15·7	15·7	5	45	..	18,39	18,89	
21	*422*	..	*42,875*	*43,318*	*34·8*	*20·4*	..	*13·1*	*13·1*	*3*	*28*	..	*11,13*	*11,44*	
21	487	..	42,572	43,080	27·3	20·6	..	13·9	13·9	3	32	..	12,14	12,49	
56	*1,263*	..	*50,741*	*52,065*	*43·5*	*38·0*	..	*23·0*	*23·3*	*5*	*59*	..	*10,00*	*10,64*	Gondal.
72	2,086	..	63,260	65,418	42·5	33·8	..	23·4	23·6	7	1,02	..	12,64	13,73	
60	*527*	*62*	*44,373*	*45,012*	*47·2*	*48·1*	*63·2*	*30·7*	*30·9*	*6*	*33*	*2*	*9,04*	*9,45*	Jaipur State.
98	980	100	54,257	55,435	61·4	47·2	61·3	30·1	30·3	12	61	3	11,58	12,34	
85	*700*	..	*26,473*	*27,258*	*67·2*	*59·6*	..	*31·0*	*31·4*	*9*	*39*	..	*6,38*	*6,86*	Jamnagar & Dwarka.
144	1,172	..	34,887	36,203	56·8	55·6	..	30·9	31·4	16	63	..	8,43	9,22	
24	*733*	..	*45,960*	*46,717*	*36·0*	*32·2*	..	*19·6*	*19·7*	*2*	*34*	..	*8,46*	*8,82*	Junagad State.
52	1,275	..	57,269	58,596	42·5	30·7	..	19·6	19·7	5	62	..	10,56	11,23	
172	*1,906*	..	*51,791*	*53,869*	*69·2*	*64·8*	..	*39·9*	*40·5*	*15*	*92*	..	*10,35*	*11,42*	Morvi.
190	2,936	..	66,074	69,200	63·2	61·3	..	38·4	39·0	17	1,39	..	13,69	15,25	
3	*96*	*340*	*30,499*	*30,938*	*28·2*	*28·4*	*20·3*	*21·2*	*21·2*	..	*5*	*12*	*6,35*	*6,52*	Shahdara (Delhi)-Saharanpur Light.
10	175	614	33,406	34,205	35·5	30·1	26·3	20·4	20·5	1	8	21	7,83	8,13	
750	*8,406*	*1,269*	*533,996*	*544,421*	*41·9*	*43·3*	*20·6*	*22·1*	*22·3*	*78*	*4,47*	*39*	*1,07,52*	*1,13,16*	Total Class II Rys.
1,249	14,442	1,581	633,165	650,437	42·1	41·6	23·0	23·2	23·5	1,41	8,06	49	1,33,94	1,43,90	
															Class III Rys.
1	*3*	*57*	*2,801*	*2,862*	*10·0*	*10·0*	*14·3*	*10·6*	*10·6*	..	..	*2*	*88*	*90*	Ahmadpur Katwa.
1	6	74	3,329	3,410	10·0	15·0	15·7	11·3	11·4	..	1	3	1,04	1,08	
27	..	*262*	*17,528*	*17,817*	*37·7*	..	*41·5*	*25·4*	*25·5*	*2*	..	*8*	*3,20*	*3,30*	Arrah-Sasaram Light.
22	..	209	10,014	10,245	30·0	..	34·9	19·5	19·7	3	..	10	3,13	3,26	
1	*6*	*46*	*2,836*	*2,889*	..	*30·0*	*21·9*	*15·3*	*15·4*	..	..	*2*	*89*	*91*	Bankura-Damoodar River.
..	9	74	4,048	4,131	..	30·0	21·1	15·7	15·8	..	1	3	1,26	1,30	
94	..	*549*	*16,170*	*16,813*	*26·1*	..	*14·0*	*13·2*	*13·3*	*5*	..	*14*	*3,11*	*3,30*	Barasat Basirhat Light.
147	..	558	18,098	18,803	46·4	..	18·6	14·6	14·8	7	..	17	3,72	3,96	
2	*11*	*71*	*3,125*	*3,209*	*5·76*	*6·55*	*6·67*	*8·36*	*8·26*	..	*1*	*2*	*66*	*69*	Bengal Provincial.
3	19	70	3,324	3,416	5·43	6·45	6·26	7·66	7·61	..	1	2	85	88	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1941-42 and 1942-43*—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Bansi Light	2′ 6″	*1941-42*	..	*10·0*	..	*3·62*	*3·65*	*133*	*58*	*191*	*12,160*	*63·7*	*10,95*	*17·3*
		1942-43	..	10·0	..	3·74	3·78	187	52	239	16,382	68·6	15,24	17·9
Bhavanagar State	3′ 3⅜″	*1941-42*	*17·4*	*8·61*	..	*3·44*	*3·56*	*251*	*212*	*463*	*26,982*	*58·2*	*14,79*	*10·6*
		1942-43	17·3	8·65	..	3·45	3·59	307	252	559	35,806	64·0	23,22	12·5
Darjeeling-Himalayan	2′ 0″	*1941-42*	*29·2*	*18·3*	..	*5·84*	*6·68*	*115*	*37*	*152*	*4,741*	*31·2*	*13,42*	*54·3*
		1942-43	27·0	18·3	..	6·27	7·87	119	29	148	4,785	32·3	13,96	56·0
Dibru Sadiya	3′ 3⅜″	*1941-42*	*18·0*	*Nil*	*5·50*	*3·00*	*3·20*	*552*	*96*	*648*	*20,027*	*30·9*	*20,97*	*20·1*
		1942-43§	18·0	Nil	5·50	3·00	3·20	552	96	648	20,027	30·9	20,97	20·1
Gaekwar's Baroda State	3′ 3⅜″	*1941-42*	*23·8*	*11·7*	..	*3·79*	*3·84*	*97*	*399*	*496*	*16,592*	*33·5*	*10,32*	*11·9*
		1942-43	22·3	12·9	..	4·37	4·45	136	498	634	22,188	35·0	14,64	12·7
	2′ 6″	*1941-42*	*25·1*	*12·5*	..	*4·99*	*5·07*	*384*	*131*	*515*	*15,292*	*29·7*	*15,31*	*19·2*
		1942-43	25·0	12·5	..	5·48	5·57	625	113	738	26,318	35·7	21,88	16·0
Gondal	3′ 3⅜″	*1941-42*	*17·9*	*8·89*	..	*3·79*	*3·92*	*195*	*335*	*530*	*20,713*	*39·1*	*12,08*	*11·2*
		1942-43	19·7	9·43	..	3·84	4·03	282	467	749	33,743	45·0	21,00	11·1
Jaipur State	3′ 3⅜″	*1941-42*	*24·0*	*12·0*	*5·00*	*3·91*	*4·03*	*26*	*188*	*214*	*15,152*	*70·9*	*7,40*	*9·37*
		1942-43	23·8	12·0	5·81	4·10	4·27	39	183	222	16,587	74·8	9,01	10·4
Jamnagar & Dwarka	3′ 3⅜″	*1941-42*	*19·9*	*10·7*	..	*4·63*	*4·83*	*364*	*109*	*473*	*25,057*	*53·0*	*12,25*	*8·69*
		1942-43	20·7	10·3	..	4·64	4·89	468	179	647	37,238	57·6	18,86	9·80
Junagad State	3′ 3⅜″	*1941-42*	*18·5*	*8·95*	..	*3·53*	*3·63*	*188*	*29*	*217*	*8,933*	*41·0*	*6,90*	*14·8*
		1942-43	18·0	9·37	..	3·54	3·68	232	55	287	11,186	39·0	8,93	15·8
Morvi	3′ 3⅜″	*1941-42*	*17·4*	*9·23*	..	*3·84*	*4·07*	*158*	*294*	*452*	*25,235*	*55·8*	*13,43*	*10·2*
		1942-43	17·0	9·10	..	3·98	4·23	227	438	665	37,677	56·6	22,56	11·5
Shahdara (Delhi)-Saharanpur Light	2′ 6″	*1941-42*	*14·0*	*9·00*	*6·50*	*4·00*	*4·04*	*187*	*49*	*236*	*8,023*	*34·0*	*6,16*	*14·7*
		1942-43	14·0	9·00	6·50	4·50	4·56	217	37	254	8,086	31·9	6,98	16·6
Total Class II Railways	..	*1941-42*	*20·0*	*10·2*	*5·90*	*3·87*	*3·99*	*2,650*	*1,937*	*4,587*	*198,907*	*43·4*	*1,43,98*	*13·9*
		1942-43	21·7	10·7	5·95	4·06	4·25	3,391	2,399	5,790	270,023	46·6	1,97,25	14·0
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1941-42*	..	..	*6·74*	*6·03*	*6·04*	*16*	*5*	*21*	*434*	*20·7*	*29*	*12·8*
		1942-43	..	32·0	7·78	6·00	6·08	16	4	20	401	20·0	33	15·8
Arrah-Sasaram Light	2′ 6″	*1941-42*	*15·0*	..	*6·00*	*3·50*	*3·55*	*60*	*12*	*72*	*3,435*	*48·5*	*1,74*	*9·58*
		1942-43	24·0	..	9·00	6·00	6·10	46	6	52	2,559	48·8	1,03	7·71
Bankura-Damoodar River	2′ 6″	*1941-42*	..	..	*8·35*	*6·03*	*6·05*	*15*	*9*	*24*	*987*	*41·1*	*53*	*10·3*
		1942-43	..	21·3	7·78	5·98	6·04	20	4	24	973	40·5	59	11·6
Barasat-Basirhat Light	2′ 6″	*1941-42*	*10·7*	..	*5·00*	*3·68*	*3·76*	*37*	*7*	*44*	*1,174*	*26·9*	*1,32*	*21·6*
		1942-43	9·00	..	5·76	3·95	4·04	51	6	57	1,582	27·9	2,20	26·7
Bengal Provincial	2′ 6″	*1941-42*	*17·6*	*9·34*	*5·17*	*4·08*	*4·12*	*22*	*3*	*25*	*303*	*12·0*	*29*	*18·7*
		1942-43	20·7	10·9	6·11	4·87	4·95	18	4	22	269	12·1	32	21·9

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are compiled as two or more separate consignments.

§ As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1941-42 and 1942-43—contd.

Railways	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd.	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III Railways—contd.													
Bakhtiarpur Bihar Light	2′ 0″	*1941-42*	..	*1,3*	*10,9*	*437,7*	*449,9*	*50,4*	*1*	*1,5*	*13,8*	*434,9*	*500,8*
		1942-43	1	1,2	9,5	439,3	450,1	41,9	1	1,6	11,7	478,6	492,0
Bandwan-Katwa	2′ 0″	*1941-42*	*1*	*5*	*3,3*	*289,7*	*293,6*	*7,5*	*1*	*5*	*3,6*	*296,9*	*301,1*
		1942-43	1	8	5,9	398,8	405,6	5,6	1	9	6,1	404,1	411,2
Cutch State	2′ 6″	*1941-42*	..	*7,5*	..	*257,6*	*265,1*	..	..	*7,5*	..	*257,6*	*265,1*
		1942-43	..	10,0	..	297,5	307,5	..	..	10,0	..	297,5	307,5
Dehri Rohtas Light	2′ 6″	*1941-42*	*2*	*Nil*	*6*	*123,2*	*124,0*	*Nil*	*2*	*Nil*	*6*	*123,2*	*124,0*
		1942-43	3	Nil	8	122,5	123,6	Nil	3	Nil	8	122,5	123,6
Dholpur State	2′ 6″	*1941-42*	..	*2*	..	*136,4*	*136,6*	*2*	..	*2*	..	*136,6*	*136,8*
		1942-43	..	3	..	143,3	143,6	1	..	3	..	143,4	143,7
Futwah-Islampur	2′ 6″	*1941-42*	*4*	..	*5,0*	*240,9*	*246,3*	*23,7*	*4*	..	*6,3*	*263,3*	*270,0*
		1942-43	3	..	4,9	189,4	194,6	10,6	3	..	5,6	199,3	205,2
Howrah Amta Light	2′ 0″	*1941-42*	*6,0*	..	*105,3*	*2,767,8*	*2,879,1*	..	*6,0*	..	*105,3*	*2,767,8*	*2,879,1*
		1942-43	6,2	..	91,9	3,496,3	3,594,4	..	6,2	..	91,9	3,496,3	3,594,4
Howrah-Sheakhala Light	2′ 0″	*1941-42*	*1,1*	..	*16,7*	*1,073,0*	*1,090,8*	..	*1,1*	..	*16,7*	*1,073,0*	*1,090,8*
		1942-43	1,4	..	18,9	1,385,7	1,406,0	..	1,4	..	18,9	1,385,7	1,406,0
Jagadhri Light	2′ 0″	*1941-42*	..	..	*§1*	*§112,9*	*§113,0*	..	..	..	*§1*	*§112,9*	*§113,0*
		1942-43	1	..	6	163,5	164,2	..	1	..	6	163,5	164,2
Jorhat	2′ 0″	*1941-42*	†	†	†	†	†	†	†	†	†	†	†
		1942-43	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1941-42*	*1*	*1*	*3,1*	*1,247,2*	*1,250,5*	..	*1*	*1*	*3,1*	*1,247,2*	*1,250,5*
		1942-43	..	2	5,4	1,158,7	1,164,3	1	1	2	5,4	1,158,7	1,164,4
Matheran (Hill) Light	2′ 0″	*1941-42*	*8*	*4,6*	..	*11,1*	*16,5*	*17,5*	*1,8*	*11,4*	..	*20,8*	*34,0*
		1942-43	1,2	5,8	..	8,0	15,0	14,7	2,4	11,6	..	15,7	29,7
Mewar State	3′ 3¼″	*1941-42*	*5*	*3,0*	*3,6*	*707,5*	*714,6*	*105,2*	*8*	*5,2*	*4,4*	*809,4*	*819,8*
		1942-43	7	4,1	6,5	731,1	742,4	122,7	1,2	7,1	7,5	849,3	865,1
Scindia State	2′ 6″	*1941-42*	..	*2,0*	*3*	*502,6*	*504,9*	*3,4*	..	*2,0*	*3*	*506,0*	*508,3*
		1942-43	..	3,3	9	580,6	584,8	4,8	..	3,3	9	585,4	589,6
Tezpur Balipara	2′ 6″	*1941-42*	*§2*	..	*§1,2*	*§273,1*	*§274,5*	..	*§2*	..	*§1,2*	*§273,1*	*§274,5*
		1942-43*	2	..	1,2	273,1	274,5	..	2	..	1,2	273,1	274,5
Total Class III Railways	..	*1941-42*	*§13,9*	*20,7*	*§208,9*	*§10,843,2*	*§11,086,7*	*291,5*	*§15,5*	*30,6*	*§219,5*	*§11,112,6*	*§11,378,2*
		1942-43	14,8	28,2	198,2	12,035,8	12,277.0	296,0	16,7	38,7	206,0	12.311,6	12,573.0

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

§ Revised figures.

* As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942—43 also

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III Railways —*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1941-42*	*2*	*39*	*317*	*8,565*	*8,923*	*32·6*	*25·7*	*23·0*	*17·7*	*17·8*
		1942-43	1	31	207	6,404	6,643	19·1	20·0	17·6	13·4	13·5
Burdwan-Katwa	2′ 6″	*1941-42*	*1*	*13*	*77*	*3,658*	*3,749*	*10·0*	*26·0*	*21·4*	*12·3*	*12·5*
		1942-43	1	22	131	5,373	5,527	10·0	24·4	21·5	13·3	13·4
Cutch State	2′ 6″	*1941-42*	..	*194*	..	*5,696*	*5,890*	..	*26·0*	..	*22·1*	*22·2*
		1942-43	..	271	..	6,767	7,038	..	27·0	..	22·7	22·9
Dehri-Rohtas Light	2′ 6″	*1941-42*	*3*	*Nil*	*10*	*1,526*	*1,539*	*13·0*	*Nil*	*17·0*	*12·0*	*12·0*
		1942-43	4	Nil	13	1,541	1,558	11·0	Nil	12·0	15·0	13·0
Dholpur State	2′ 6″	*1941-42*	..	*6*	..	*2,620*	*2,626*	..	*30·2*	..	*19·2*	*19·2*
		1942-43	..	10	..	2,683	2,693	..	29·0	..	18·7	18·7
Futwah-Islampur	2′ 6″	*1941-42*	*6*	..	*91*	*3,708*	*3,805*	*15·9*	..	*14·5*	*14·1*	*14·1*
		1942-43	4	..	76	2.519	2,599	15·5	..	13·4	12·6	12·7
Howrah-Amta Light	2′ 0″	*1941-42*	*147*	..	*1,154*	*35,884*	*37,185*	*24·6*	..	*11·0*	*13·0*	*12·9*
		1942-43	211	..	1,358	44,904	46,473	34·3	..	14·8	12·8	12·9
Howrah-Sheakhala Light	2′ 0″	*1941-42*	*16*	..	*109*	*7,993*	*8,118*	*14·1*	..	*6·55*	*7·44*	*7·44*
		1942-43	25	..	157	10,613	10,795	18·3	..	8·31	7·65	7·67
Jagadhri Light	2′ 0″	*1941-42*	..	..	..	*374*	*374*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1942-43	..	..	2	541	543	3·31	..	3·31	3·31	3·31
Jorhat	2′ 0″	*1941-42*	†	†	†	†	†	†	†	†	†	†
		1942-43	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1941-42*	*1*	*2*	*25*	*10,877*	*10,905*	*10·0*	*20·0*	*8·06*	*8·72*	*8·72*
		1942-43	1	4	43	10,580	10,628	10·0	20·0	7·96	9·13	9·13
Matheran (Hill) Light	2′ 0″	*1941-42*	*23*	*144*	..	*262*	*429*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1942-43	30	151	..	199	380	12·6	12·6	..	12·6	12·6
Mewar State.	3′ 3½″	*1941-42*	*48*	*335*	*236*	*32,077*	*32,696*	*59·5*	*64·6*	*53·5*	*39·6*	*39·9*
		1942-43	79	459	392	32,955	33,885	64·5	64·5	52·8	38·8	39·2
Scindia State	2′ 6″	*1941-42*	..	*84*	*10*	*13,952*	*14,046*	*19·0*	*42·0*	*31·0*	*27·0*	*27·0*
		1942-43	4	140	31	20,603	20,778	59·0	42·0	35·0	35·0	35·0
Tezpur-Balipara	2′ 6″	*1941-42*	*§3*	..	*17*	*§3,764*	*§3,784*	*§15·0*	..	*§14·2*	*§13·8*	*§13·8*
		1942-43(a)	3	..	17	3,764	3,784	15·0	..	14·2	13·8	13·8
Total Class III Railways	..	*1941-42*	*§375*	*837*	*3,031*	*§173,416*	*§177,659*	*§24·2*	*27.4*	*13·8*	*15·6*	*15·6*
		1942-43	536	1,122	3,412	188,259	193,329	31·9	29·0	16·6	15·3	15·4

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

§ Revised figures.

(a) As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942—43 also.

Class II and III Railways for the years 1941-42 and 1942-43—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld.*
..	*2*	*10*	*1,56*	*1,68*	*15·0*	*9·00*	*6·00*	*3·50*	*3·61*	*35*	*15*	*50*	*1,598*	*31·9*	*93*	*11·2*	Bukhtiarpur Bihar Light.
..	2	10	2,00	2,12	24·0	12·0	9·00	6·00	6·12	36	6	42	1,225	28·8	1,10	17·2	
..	*1*	*3*	*1,15*	*1,19*	..	*14·8*	*7·48*	*6·04*	*6·09*	*15*	*8*	*23*	*525*	*22·8*	*32*	*11·7*	Burdwan-Katwa.
..	1	6	1,69	1,76	..	8·73	8·79	6·04	6·11	22	6	28	624	22·3	39	12·0	
..	*11*	..	*1,65*	*1,76*	..	*11·2*	..	*5·55*	*5·74*	*28*	..	*28*	*564*	*20·4*	*73*	*24·8*	Cutch State.
..	16	..	1,96	2,12	..	11·2	..	5·55	5·77	24	..	24	534	21·9	70	25·1	
..	*Nil*	*1*	*30*	*31*	*20·6*	*Nil*	*6·98*	*3·75*	*3·79*	*130*	*6*	*1,36*	*2,856*	*21·0*	*2,15*	*22·8*	Dekri Rohtas Light.
..	Nil	1	31	32	20·6	Nil	6·98	3·75	4·00	2,10	9	2,19	4,221	19·0	2,19	9·90	
..	..	..	*56*	*56*	..	*16·1*	..	*4·07*	*4·10*	*61*	*3*	*64*	*2,439*	*38·0*	*1,20*	*9·47*	Dholpur State.
..	1	..	56	57	..	15·0	..	4·03	4·07	60	2	62	2,006	32·3	1,11	10·6	
1	..	*3*	*87*	*91*	*20·0*	..	*7·50*	*4·50*	*4·59*	*11*	*3*	*14*	*438*	*30·7*	*23*	*10·2*	Futwah-Islampur.
..	..	4	79	83	24·0	..	9·00	6·00	6·11	11	1	12	354	30·4	25	13·3	
7	..	*30*	*7,70*	*8,07*	*9·04*	..	*5·03*	*4·11*	*4·16*	*65*	*12*	*77*	*1,691*	*21·8*	*1,86*	*21·1*	Howrah-Amta Light.
10	..	39	9,46	9,95	9·00	..	5·45	4·04	4·01	59	10	69	1,338	19·2	1,81	26·0	
1	..	*2*	*1,41*	*1,44*	*8·99*	..	*4·76*	*3·38*	*3·41*	*16*	..	*16*	*277*	*16·8*	*32*	*21·8*	Howrah-Sheakhala Light.
1	..	4	1,77	1,82	9·00	..	4·72	3·19	3·23	21	..	21	263	12·6	39	28·3	
..	..	..	*7*	*7*	*22·7*	..	*7·06*	*3·58*	*3·63*	*7*	..	*7*	*23*	*3·31*	*8*	*64·9*	Jagadhri Light.
..	..	..	11	11	22·1	..	7·64	3·94	3·96	7	..	7	23	3·31	8	62·2	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,78*	*1,79*	..	..	*7·68*	*3·14*	*3·15*	*22*	*4*	*26*	*491*	*18·9*	*29*	*11·3*	Kalighat Falta.
..	..	2	2,57	2,59	..	..	8·93	4·66	4·68	22	5	27	480	17·8	32	12·9	
9	*41*	..	*46*	*96*	*76·1*	*54·7*	..	*33·6*	*43·0*	*1*	*1*	*2*	*23*	*12·6*	*13*	*102·0*	Matheran (Hill) Light.
12	43	..	35	90	101·4	57·3	...	25·5	40·3	1	..	1	18	12·6	9	98·0	
7	*22*	*6*	*5,16*	*5,51*	*25·9*	*12·6*	*4·75*	*3·09*	*3·23*	*27*	*48*	*75*	*4,582*	*61·3*	*3,78*	*15·9*	Mewar State.
10	29	10	5,30	5,79	24·6	12·3	4·61	3·09	3·29	32	47	79	5,374	67·9	4,84	17·3	
..	*6*	..	*3,62*	*3,68*	*30·0*	*12·0*	*7·50*	*5·00*	*5·00*	*228*	*29*	*257*	*11,505*	*46·0*	*7,02*	*12·0*	Scindia State
..	9	1	4,34	4,44	30·0	12·0	7·50	5·00	5·00	234	31	265	11,852	45·0	8,38	13·0	
..	..	1	§44	§45	§20·0	..	7·00	§2·25	§2·23	§23	..	23	1	0·04	§1,11	§18·9	Terpur-Baripara.
..	..	1	44	45	20·0	..	7·00	2·25	2·28	23	..	23	1	0·04	1·11	18·9	
32	*54*	*55*	§35,47	§37,48	*16·4*	*19·3*	*5·38*	§3·93	§4·05	§819	*165*	§984	*33,396*	§33·9	§24,32	§14·0	Total Class III Rys.
45	1,04	1,13	41,65	44,25	15·4	17·8	6·36	4·25	4·39	913	141	1,054	34,097	32·4	27,23	15·3	

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (steam propelled) miles. (In thousands.)	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood	Oil fuel.	(e) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1941-42*	*178*	*255*	*14*	*450*	*76*	*7*	*83*	*533*	*Nil*	*Nil*	*Nil*	*11,938*	*Nil*	*Nil*	*11,938*
		1942-43	118	288	45	452	76	16	92	544	„	„	„	12,872	29	„	12,884
Bhavnagar State.	3′ 3⅜″	*1941-42*	*320*	*266*	*52*	*645*	*147*	*35*	*182*	*827*	*37*	„	„	*20,503*	*64*	„	*20,523*
		1942-43	299	254	89	651	172	36	208	859	14	„	„	25,352	111	„	25,306
Darjeeling-Himalayan.	2′ 0″	*1941-42*	*36*	*308*	*226*	*571*	*35*	*19*	*54*	*625*	*Nil*	„	„	*12,375*	*Nil*	„	*12,375*
		1942-43	37	361	260	659	41	24	65	724	„	„	„	14,996	„	„	14,996
Dibru-Sadiya	3′ 3⅜″	*1941-42*	..	*302*	*88*	*390*	*252*	*1*	*253*	*643*	*81*	„	„	*13,502*	„	„	*13,502*
		1942-43 (d)	..	302	88	390	252	1	253	643	81	„	„	13,502	„	„	13,502
Gaekwar's Baroda State.	3′ 3⅜″	*1941-42*	*127*	*404*	*45*	*577*	*117*	*29*	*146*	*723*	*1*	„	„	*14,565*	*55*	‡‡6(e)	*14,587*
		1942-43	95	328	59	484	106	22	128	612	..	„	„	11,925	120	Nil	11,973
	2′ 6″	*1941-42*	*35*	*459*	*10*	*532*	*114*	*5*	*119*	*651*	*35*	„	„	*9,571*	*43*	‡‡49 (e)	*9,583*
		1942-43	17	418	85	551	154	8	162	713	2	„	„	11,056	161	2(e)	11,120
Gondal‡	3′ 3⅜″	*1941-42*	*175*	*308*	*16*	*502*	*179*	*8*	*187*	*689*	*Nil*	„	„	*15,425*	*52*	*Nil*	*15,446*
		1942-43	173	250	35	460	202	18	220	680	..	„	„	15,347	42	„	15,364
Jaipur State.	3′ 3⅜″	*1941-42*	*66*	*267*	*23*	*366*	*64*	*3*	*67*	*433*	*246*	„	„	*8,380*	*74*	„	**8,410
		1942-43	68	272	25	370	74	3	77	447	260	„	„	9,284	70	„	**9,312
Jamnagar Dwarka.	3′ 3⅜″	*1941-42*	*49*	*235*	*40*	*332*	*93*	*48*	*141*	*473*	††301	„	„	*10,178*	*64*	„	*10,204*
		1942-43	49	237	85	371	120	47	167	538	§§321	„	„	12,280	66	„	12,306
Junagad State.	3′ 3⅜″	*1941-42*	*138*	*308*	*2*	*450*	*39*	*2*	*41*	*491*	*26*	„	„	*11,592*	*56*	„	*11,614*
		1942-43	120	326	..	446	38	1	39	485	1	„	„	11,354	61	„	11,378
Morvi	3′ 3⅜″	*1941-42*	*143*	*201*	*43*	*432*	*90*	..	*90*	*522*	*30*	„	„	*12,082*	*93*	„	*12,119*
		1942-43	160	192	107	518	99	..	99	617	24	„	„	15,954	145	„	16,012
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1941-42*	*36*	*172*	*35*	*243*	*22*	*1*	*23*	*266*	*Nil*	„	„	*5,570*	*9*	„	*5,574*
		1942-43	..	202	18	220	19	6	25	245	„	„	„	5,257	5	„	5,259
Total Class II Railways.	..	*1941-42*	*1,303*	*3,485*	*594*	*5,490*	*1,228*	*158*	*1,386*	*6,876*	*757*	*Nil*	*Nil*	*1,45,681*	*510*	‡‡55	*145,885*
		1942-43	1,136	3,430	896	5,572	1,353	182	1,535	7,107	703	„	„	159,179	810	‡‡2	159,502
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1941-42*	*1*	*97*	*Nil*	*109*	*18*	*30*	*48*	*157*	*Nil*	*Nil*	*Nil*	*1,632*	*Nil*	*Nil*	*1,632*
		1942-43	Nil	83	„	109	18	36	54	163	„	„	„	1,839	„	„	1,839
rah-Sasaram Light.	2′ 6″	*1941-42*	„	*233*	*9*	*242*	*13*	..	*13*	*255*	„	„	„	*3,468*	„	„	*3,468*
		1942-43	..	135	12	147	13	..	13	160	„	„	„	2,165	„	„	2,165
ankura-Damoodar River	2′ 6″	*1941-42*	*Nil*	*120*	*1*	*125*	*12*	*65*	*77*	*202*	„	„	„	*2,003*	„	„	*2,003*
		1942-43	„	122	2	130	12	75	87	217	„	„	„	2,539	„	„	2,539

* Includes light, assisting required, assisting not required, siding and departmental.
‡‡ Oil fuel is not converted into coal.
‡ Includes the Porbandar State Railway.
§§ Includes 61 Rail Motor Coach Miles for public services.
†† Includes 77 Rail motor coach miles for public services.
(e) Includes Oil Fuel consumed for other than Locomotive purposes 1941-42 1942-43.
25 tons. 1 ton.
(d) As the railway did not supply the information the figures for 1941-42 have been adopted for 1942-43 also.

† Excluding Departmental.
§ Including Departmental.
** Excludes petrol consumed on Rail Motor Cars, 1941-42 1942-43.
42 tons. 45 tons.

and III Railways for the years 1941-42 and 1942-43.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
																	Class II.
Nil	*137*	*Nil*	*137*	*Nil*	*12,075*	*Nil*	*Nil*	*12,075*	Rs. *Nil*	Rs. *6·60*	Rs. *Nil*	Rs. *Nil*	Rs. *Nil*	Rs. *13·0*	Rs. *Nil*	Rs. *Nil*	Barsi Light.
,,	117	,,	117	,,	12,989	29	,,	13,001	,,	7·38	3·00	,,	,,	14·0	3·00	,,	
,,	*818*	*5*	*820*	,,	*21,321*	*69*	,,	*21,348*	,,	*18·5*	*12·0*	,,	,,	*18·5*	*12·0*	,,	Bhavnagar State.
,,	974	11	979	,,	26,326	122	,,	26,375	,,	19·8	12·0	,,	,,	19·8	12·0	,,	
,,	*2,140*	*Nil*	*2,140*	,,	*14,515*	*Nil*	,,	*14,515*	,,	*4·45*	*Nil*	,,	,,	*12·0*	*Nil*	,,	Darjeeling Himalayan.
,,	2,482	,,	2,482	,,	17,478	,,	,,	17,478	,,	4·25	,,	,,	,,	11·8	,,	,,	
,,	*3,146*	..	*3,146*	..	*16,648*	..	..	*16,648*	,,	*12·2*	..	,,	..	*12·2*	,,	..	Dibru-Sadiya.
,,	3,146	..	3,146	..	16,648	..	..	16,648	,,	12·2	..	..	..	12·2	,,	..	
,,	*458*	..	*458*	*Nil*	*15,023*	*55*	‡‡6	*15,045*	,,	*3·70*	*6·50*	*67·0*	*Nil*	*17·2*	*7·00*	*80·4*	Gaekwar's Baroda State.
,,	271	79	303	,,	12,196	199	..	12,276	,,	4·35	7·75	..	,,	18·0	8·25	..	
,,	*479*	*128*	*530*	,,	*10,050*	*171*	‡‡49	*10,118*	,,	*3·72*	*6·50*	*67·0*	,,	*17·2*	*6·55*	*80·4*	
,,	730	112	775	,,	11,786	273	‡‡2	11,895	,,	4·31	7·75	595·0	,,	17·8	8·00	595·0	
,,	*2,249*	*5*	*2,251*	,,	*17,674*	*57*	*Nil*	*17,697*	,,	‖*22·4*	*16·3*	*Nil*	,,	*22·6*	*16·3*	*Nil*	Goudal. ‡
,,	2,361	20	2,369	,,	17,708	62	,,	17,733	,,	‖22·5	16·3	,,	,,	22·6	16·3	,,	
,,	*190*	*14*	*196*	,,	*8,570*	*88*	,,	**8,605	,,	*5·00*	*4·50*	,,	,,	*18·0*	*4·50*	,,	Jaipur State.
,,	115	8	118	,,	9,399	78	,,	**9,430	,,	5·00	5·25	,,	,,	18·0	5·25	,,	
,,	*116*	..	*116*	,,	*10,294*	*64*	,,	*10,320*	,,	*4·50*	*11·0*	,,	,,	*22·2*	*11·0*	,,	Jamnagar Dwarka
,,	148	..	148	,,	12,428	66	,,	12,454	,,	4·75	17·8	,,	,,	23·1	17·8	,,	
,,	*584*	*7*	*587*	,,	*12,176*	*63*	,,	*12,201*	,,	‖*4·38*	*10·0*	,,	,,	*19·6*	*10·0*	,,	Junagad State.
,,	476	480	668	,,	11,830	541	,,	12,046	,,	‖5·25	11·2	,,	,,	22·9	11·2	,,	
,,	*283*	*5*	*285*	,,	*12,365*	*98*	,,	*12,404*	,,	*5·75*	*4·92*	,,	,,	*21·0*	*4·92*	,,	Morvi.
,,	294	Nil	294	,,	16,248	145	,,	16,306	,,	5·65	8·27	,,	,,	22·2	8·27	,,	
,,	*42*	*Nil*	*42*	,,	*5,612*	*9*	,,	*5,616*	,,	*3·50*	*13·6*	,,	,,	*14·0*	*13·6*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	56	..	56	,,	5,313	5	,,	5,315	,,	4·50	0·50	,,	,,	15·4	13·5	,,	
Nil	*10,642*	*164*	*10,708*	*Nil*	*156,323*	*674*	‡‡55	*156,592*									Total Class II Railways.
,,	11,170	710	11,455	,,	170,349	1,520	‡‡2	170,957									
																	Class III.
Nil	*184*	*Nil*	*184*	*Nil*	*1,816*	*Nil*	*Nil*	*1,816*	*Nil*	*3·50*	*Nil*	*Nil*	*Nil*	*7·68*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	210	,,	210	,,	2,049	,,	,,	2,049	,,	3·68	,,	,,	,,	7·87	,,	,,	
,,	*378*	,,	*378*	,,	*3,846*	,,	,,	*3,846*	,,	*4·00*	,,	,,	,,	*10·3*	,,	,,	Arrah-Sasaram Light.
,,	700	,,	700	,,	2,865	,,	,,	2,865	,,	4·50	,,	,,	,,	11·1	,,	,,	
,,	*654*	,,	*654*	,,	*2,657*	,,	,,	*2,657*	,,	*3·50*	,,	,,	,,	*6·00*	,,	,,	Bankura Damoodar River.
,,	817	,,	817	,,	3,356	,,	,,	3,356	,,	3·75	,,	,,	,,	6·25	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.
‖ Do not represent pits mouth price but contract rates at the point of supply.

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (Steam propelled) miles (In thousands.)
			§ Passenger.	§ Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.			
1	2	3	4	5	6	7	8	9	10	11	12	13
Class III—*contd.*												
Baraset-Basirhat Light.	2′ 6″	*1941-42*	*71*	*90*	*39*	*201*	*22*	*1*	*23*	*224*	*Nil*	*89*
		1942-43	90	54	28	172	18	..	18	190	,,	41
Bengal Provincial	2′ 6″	*1941-42*	..	*97*	*Nil*	*97*	*8*	*3*	*11*	*108*	,,	*Nil*
		1942-43	Nil	88	1	89	8	3	11	100	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1941-42*	*7*	*69*	*1*	*77*	*13*	..	*13*	*90*	,,	*31*
		1942-43	Nil	48	5	53	9	..	9	62	,,	12
Burdwan-Katwa	2′ 6″	*1941-42*	*12*	*121*	*Nil*	*136*	*20*	*36*	*56*	*192*	,,	*Nil*
		1942-43	2	92	,,	108	19	36	55	163	,,	,,
Cutch State	2′ 6″	*1941-42*	*1*	*55*	*1*	*60*	*3*	*14*	*22*	*82*	,,	,,
		1942-43	1	55	1	58	8	16	24	82	,,	,,
Dehri-Rohtas Light	2′ 6″	*1941-42*	*Nil*	*56*	*Nil*	*56*	*11*	*Nil*	*11*	*67*	,,	,,
		1942-43	,,	55	,,	55	18	,,	18	73	,,	,,
Dholpur State	2′ 6″	*1941-42*	*1*	*58*	..	*59*	*15*	*2*	*17*	*76*	*1*	,,
		1942-43	Nil	57	..	57	11	2	13	70	1	,,
Futwah-Islampur	2′ 6″	*1941-42*	..	*71*	..	*71*	*2*	..	*2*	*73*	*Nil*	,,
		1942-43	Nil	41	Nil	41	1	..	1	42	,,	2
Howrah-Amta Light	2′ 0″	*1941-42*	*203*	*101*	*27*	*331*	*31*	*1*	*32*	*363*	,,	*11*
		1942-43	222	101	23	346	26	..	26	372	,,	2
Howrah-Sheakhala Light.	2′ 0″	*1941-42*	*64*	*30*	*1*	*96*	*8*	..	*8*	*104*	,,	*5*
		1942-43	68	27	2	97	6	Nil	6	103	,,	2
Jagadhri Light	2′ 0″	*1941-42*	*Nil*	*10*	*Nil*	*10*	*1*	,,	*1*	*11*	,,	*Nil*
		1942-43	,,	7	,,	7	1	,,	1	8	,,	,,
Jorhat	2′ 0″	*1941-42*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1942-43	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta	2′ 6″	*1941-42*	*67*	*75*	*1*	*145*	*18*	*117*	*135*	*280*	*Nil*	*Nil*
		1942-43	59	81	Nil	141	18	110	128	269	,,	,,
Matheran (Hill) Light	2′ 0″	*1941-42*	*Nil*	*13*	*2*	*15*	*Nil*	*Nil*	*Nil*	*15*	*5*	,,
		1942-43		12	1	13	,,	,,	,,	13	3	,,
Mewar State	3′ 3¼″	*1941-42*	*179*	*71*	*37*	*290*	*27*	*8*	*35*	*325*	*2*	,,
		1942-43	122	42	54	218	27	7	34	252	2	,,
Scindia State.	2′ 0″	*1941-42*	*3*	*240*	*127*	*372*	*54*	*2*	*56*	*428*	*Nil*	,,
		1942-43	4	223	143	378	62	4	66	444	,,	,,
Tenore-Ralipara Light.	2′ 6″	*1941-42* (*b*)	*Nil*	*†45*	*Nil*	*†45*	*8*	*Nil*	*8*	*†53*	,,	,,
		1942-43	,,	45	Nil	45	8	,,	8	53	,,	,,
Total Class III Railways.	..	*1941-42*	*609*	*†1,652*	*246*	*†2,537*	*289*	*279*	*568*	*†3,105*	*8*	*136*
		1942-43	568	1,368	272	2,264	283	289	572	2,836	6	59

* Includes light, assisting required, assisting not required, siding and departmental.
† Revised figure.
‡ Information not available.
§ Excluding Departmental.
** Including Departmental.
(*b*) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942—43 also.

and III Railways for the years 1941-42 and 1942-43.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															Class III—*contd.*
Nil	*3,125*	*Nil*	*Nil*	*3,125*	*Nil*	*1,043*	*Nil*	*Nil*	*1,043*	*Nil*	*4,168*	*Nil*	*Nil*	*4,168*	Baraset-Basirhat Light.
,,	2,453	,,	44	2,533	,,	1,590	,,	,,	1,590	,,	4,043	,,	44	4,123	
,,	*1,862*	,,	*Nil*	*1,862*	,,	*120*	,,	,,	*120*	,,	*1,982*	,,	*Nil*	*1,982*	Bengal Provincial.
,,	1,831	,,	,,	1,831	,,	120	,,	2	124	,,	1,951	,,	2	1,955	
,,	*1,215*	,,	,,	*1,215*	,,	*287*	,,	*Nil*	*287*	,,	*1,502*	,,	*Nil*	*1,502*	Bukhtiarpur-Bihar Light.
,,	780	,,	11	800	,,	450	,,	,,	450	,,	1,230	,,	11	1,250	
,,	*1,956*	,,	*Nil*	*1,956*	,,	*358*	,,	,,	*358*	,,	*2,314*	,,	,,	*2,314*	Burdwan-Katwa.
,,	1,904	,,	,,	1,904	,,	396	,,	,,	396	,,	2,300	,,	,,	2,300	
,,	*1,626*	*12*	,,	*1,631*	,,	*48*	,,	,,	*48*	,,	*1,674*	*12*	,,	*1,679*	Cutch State.
,,	1,577	8	,,	1,580	,,	48	,,	,,	48	,,	1,625	8	,,	1,628	
,,	*2,148*	*Nil*	,,	*2,148*	,,	*169*	,,	,,	*169*	,,	*2,317*	,,	,,	*2,317*	Dehri-Rohtas Light.
,,	1,364	,,	,,	1,364	,,	132	,,	,,	132	,,	1,496	,,	,,	1,496	
,,	*1,253*	*5*	,,	*1,255*	,,	*Nil*	,,	,,	*Nil*	,,	*1,253*	*5*	,,	*1,255*	Dholpur-State
,,	934	35	,,	948	,,	,,	,,	,,	,,	,,	934	35	,,	948	
,,	*806*	*Nil*	,,	*806*	,,	*58*	,,	,,	*58*	,,	*864*	*Nil*	,,	*864*	Futwah-Islampur.
,,	550	,,	2	554	,,	145	,,	,,	145	,,	695	,,	2	699	
,,	*5,774*	*Nil*	*Nil*	*5,774*	,,	*1,155*	,,	,,	*1,155*	,,	*6,929*	,,	,,	*6,929*	Howrah-Amta Light.
,,	5,130	,,	1	5,132	,,	2,117	,,	,,	2,117	,,	7,247	,,	1	7,249	
,,	*1,433*	,,	*Nil*	*1,433*	,,	*288*	,,	,,	*288*	,,	*1,721*	,,	*Nil*	*1,721*	Howrah-Sheakhala Light.
,,	1,282	,,	,,	1,282	,,	529	,,	,,	529	,,	1,811	,,	,,	1,811	
,,	*155*	,,	,,	*155*	,,	*Nil*	,,	,,	*Nil*	,,	*155*	,,	,,	*155*	Jagadhri Light.
,,	162	,,	,,	162	,,	,,	,,	,,	,,	,,	162	,,	,,	162	
,,	*366*	,,	,,	*366*	,,	*229*	,,	,,	*229*	,,	*595*	,,	,,	*595*	Jorhat.
,,	570	,,	,,	570	,,	223	,,	,,	223	,,	793	,,	,,	793	
,,	*2,699*	,,	,,	*2,699*	,,	*417*	,,	,,	*417*	,,	*3,116*	,,	,,	*3,116*	Kalighat-Falta.
,,	2,665	,,	,,	2,665	,,	470	,,	,,	470	,,	3,135	,,	,,	3,135	
,,	*408*	,,	,,	*408*	,,	*Nil*	,,	,,	*Nil*	,,	*408*	,,	,,	*408*	Matheran Light.
,,	310	,,	,,	310	,,	,,	,,	,,	,,	,,	310	,,	,,	310	
,,	*7,588*	*36*	,,	*7,602*	,,	*981*	,,	,,	*981*	,,	*8,569*	*36*	,,	*8,583*	Mewar State.
,,	5,975	35	,,	5,989	,,	655	,,	,,	655	,,	6,630	35	,,	6,644	
,,	*8,572*	*5*	,,	*8,574*	,,	*220*	,,	,,	*220*	,,	*8,792*	*5*	,,	*8,794*	Scindia State.
,,	8,837	1,299	,,	9,356	,,	221	,,	,,	221	,,	9,058	1,299	,,	9,577	
,,	†*1,020*	*Nil*	,,	†*1,020*	,,	†*214*	,,	,,	†*214*	,,	†*1,234*	*Nil*	,,	†*1,234*	Tezpore.
,,	1,020	,,	,,	1,020	..	214	..	..	214	..	1,234	,,	,,	1,234	Balipara Light.
Nil	†*49,109*	*58*	*Nil*	†*49,132*	*Nil*	†*6,803*	*Nil*	*Nil*	†*6,803*	*Nil*	†*55,912*	*58*	*Nil*	†*55,935*	Total Class III Railways.
,,	43,887	1,377	58	44,543	,,	9,037	,,	2	9,041	,,	52,924	1,377	60	53,584	

(a) 2½ Tons of Wood = 1 Ton of coal and 0·55 Ton of Oil fuel = 1 Ton of Coal.
* Oil fuel is not converted into coal.

37.—*Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1941-42 and 1942-43*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees):				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood	Oil Fuel	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
30	31	32	33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1941-42*	*Nil*	*4·00*	*Nil*	*Nil*	*Nil*	*1 ·4*	*Nil*	*Nil*
		1942-43	,,	4·50	,,	345·0	,,	13·2	,,	345,0
Bengal Provincial	2′ 6″	*1941-42*	,,	*2·56*	,,	*Nil*	,,	*5·88*	,,	*Nil*
		1942-43	,,	3·75	,,	486·0	,,	7·13	,,	486·0
Bukhtiarpur-Bihar Light	2′ 6″	*1941-42*	,,	*4·00*	,,	*Nil*	,,	*10·2*	,,	*Nil*
		1942-43	,,	4·50	,,	370·0	,,	10·9	,,	370·0
Burdwan-Katwa	2′ 6″	*1941-42*	,,	*3·50*	,,	*Ni*	,,	*7·68*	,,	*Nil*
		1942-43	,,	3·68	,,	,,	,,	7·87	,,	,,
Cutch State	2′ 6″	*1941-42*	,,	‖*38·0*	*7·00*	,,	,,	*38·0*	*7·00*	,,
		1942-43	,,	‖38·0	7·00	,,	,,	38·0	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1941-42*	,,	*3·75*	*Nil*	,,	,,	*9·57*	*Nil*	,,
		1942-43	,,	4·41	,,	,,	,,	10·1	,,	,,
Dholpur-State	2′ 6″	*1941-42*	,,	*4·25*	*8·80*	,,	,,	*17·1*	*8·80*	,,
		1942-43	,,	5·25	8·75	,,	,,	17·3	8·75	,,
Fuzwah-Islampur	2′ 6″	*1941-42*	,,	*4·00*	*Nil*	,,	,,	*10·1*	*Nil*	,,
		1942-43	,,	4·50	,,	371·0	,,	10·8	,,	371·0
Howrah-Amta Light	2′ 0″	*1941-42*	,,	*4·00*	,,	*Nil*	,,	*10·4*	,,	*Nil*
		1942-43	,,	4·75	,,	345 0	,,	11·8	,,	345·0
Howrah-Sheakhala Light	2′ 0″	*1941-42*	,,	*4·00*	,,	*Nil*	,,	*10·4*	,,	*Nil*
		1942-43	,,	4·75	,,	345·0	,,	11·8	,,	345·0
Jagadhri Light	2′ 0″	*1941-42*	,,	*5.33*	,,	*Nil*	,,	*16·6*	,,	*Nil*
		1942-43	,,	9·21	,,	,,	,,	20·1	,,	,,
Jorhat	2′ 0″	*1941-42*	,,	*11·8*	,,	,,	,,	*14·3*	,,	,,
		1942-43	,,	12 3	,,	,,	,,	13·5	,,	,,
Kalighat-Falta	2′ 6″	*1941-42*	,,	*3·50*	,,	,,	,,	*10·1*	,,	,,
		1942-43	,,	3·68	,,	,,	,,	10·3	,,	,,
Matheran (Hill) Light	2′ 0″	*1941-42*	,,	*5·30*	,,	,,	,,	*16·8*	,,	,,
		1942-43	,,	6·00	,,	,,	,,	22 0	,,	,,
Mewar State	3 3½″	*1941-42*	,,	*3·31*	*8·00*	,,	,,	*18 5*	*8·00*	,,
		1942-43	,,	3·50	8·00	,,	,,	18·8	8·00	,,
Scindia State	2′ 0″	*1941-42*	,,	*4·56*	‡	,,	,,	*14·8*	‡	,,
		1942-43	,,	4·99	9 62	,,	,,	17·0	9·62	,,
Tezpore-Balipara Light	2′ 6″	*1941-42*	,,	*16·7*	*Nil*	,,	,,	*16·7*	*Nil*	,,
		1942-43	,,	16·7	,,	,,	,,	16·7	,,	,,

‡ Unserviceable sleepers without value.

‖ Do not represent pits mouth price, but contract rates at the point of supply.

APPENDICES

APPEN

Value of Stores purchased by Class I Railways (excluding Bikaner State, Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Bengal and Assam.			Bengal and North Western.			Bengal-	
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9
A. Bridge work and its parts, fittings and special fastenings.	..	..	2	..	..	..	..	..
B. Engineering Plant and components including all hand and power machinery.	..	1,05	22	..	5	1	..	2,55
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	2,56	11	57	3	..	3,21	4,32
D. Permanent Way Material and Track tools—								
(*a*) Rails.	..	..	15,48	..	..	..	..	..
(*b*) Steel Sleepers	..	..	..	..	..	..	..	..
(*c*) Cast-iron sleepers	..	..	..	..	..	..	..	..
(*d*) Wooden sleepers	..	..	26,46	..	..	7,93	..	..
(*e*) Other P. W. Material ..	..	..	7,08	..	..	10	..	26
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	2,35	51	36	21	3	2,52	2,59
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	1,81	2,20	..	..	..	64	25
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1,03	8,44	1,14	60	48	..	32
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1,11	72	..	19	18	..	22
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	44	48	..	17	..	..	19
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	4,21	4,81	..	37	45	..	3,67
F2. Signal and Interlocking material, and their parts and fittings.	..	45	20	..	7	10	..	19
Gb1. Hardware, Copper, Tin and Zincware, *i.e.*, all simple material in common use manufactured from raw metal.	..	5,14	1,17	9	1,14	61	42	2,84
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	1,39	71	..	66	11	..	47
Gb4. Metals	2	19,20	2,12	..	2,81	4,02	50	7,24
Gb5. Painters' Stores	..	3,71	1,02	..	1,37	29	..	41
Gb6. Timber	..	7	2,36	..	19	2	..	..
Gb7. Fuel and fuel oil	..	49	35,12	..	3	9,08	..	14
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	6,17	1,47	27	2,07	5	..	4,76
All other stores not detailed in the above major heads.	..	30,36	17,54	9	5,99	5,61	1	20,93
Total	2	81,54	1,28,24	2,52	15,95	29,07	7,30	51,35

DIX A.

and H. E. H. the Nizam's State Railways) during the year 1942-43. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Nagpur	Bombay, Baroda and Central India.			East Indian. †			Stores purchased.
C 10	A 11	B 12	C 13	A 14	B 15	C 16	17
9	..	..	4	..	..	3,14	A. Bridge work and its parts, fittings and special fastenings.
1,00	1	41	96	..	1,33	21	B. Engineering Plant and components including all hand and power machinery.
44	1,03	2,23	49	..	4,54	62	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
							D. Permanent Way Material and Track tools—
20,05	..	..	1,43	..	..	5,36	(*a*) Rails.
21	..	..	..	..	..	..	(*b*) Steel sleepers.
5,47	..	1	1	..	..	10,31	(*c*) Cast iron sleepers.
14,84	..	..	5,89	..	..	10,01	(*d*) Wooden sleepers.
3,49	..	1	1,12	..	13	4,93	(*e*) Other P. W. Material.
4,24	74	1,64	24	7	10,19	2,42	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
24,68	30	1,33	2,81	..	42	15,10	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
64	2	16	1,40	..	52	7,84	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
1,84	..	24	1,11	..	25	3,25	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
7	..	65	35	..	47	80	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
7,85	..	2,07	1,69	..	1,42	8,19	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
2,48	24	55	1,53	..	24	5,79	F2. Signal and Interlocking material, and their parts and fittings.
2,78	10	6,66	2,98	23	3,16	3,02	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
29	51	86	2,65	..	61	2,71	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
14,19	49	3,30	39,35	2,21	5,62	44,92	Gb4. Metals.
6,49	..	32	3,80	..	33	9,45	Gb5. Painters' Stores.
3,67	..	62	1,09	..	6	5,30	Gb6. Timber.
52,61	..	1,22	22,91	..	..	38,52	Gb7. Fuel and fuel oil.
2,16	97	4,84	2,30	..	9,50	6,09	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
36,64	29	14,97	32,67	4	15,86	91,44	All other stores not detailed in above major heads.
2,06 22	4,70	42,09	1,26,82	2,55	54,65	2,79,42	Total.

† Includes figures for Central India Coalfields Railway.

Value of Stores purchased by Class I Railways (excluding Bikaner State, Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
18	A 19	B 20	C 21	A 22	B 23	C 24	A 25	B 26	C 27
A. Bridge work and its parts, fittings and special fastenings.	..	..	..	..	13	12	..	..	13
B. Engineering Plant and components including all hand and power machinery.	..	24	22	..	7	10	..	1,34	68
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	11	1,40	54	14	28	1	..	1,47	1,43
D. Permanent Way Material and Track tools—									
(*a*) Rails	..	5	2,95	..	..	6,79	..	..	9,68
(*b*) Steel Sleepers	..	..	1,10	..	..	3	..	..	1,01
(*c*) Cast iron sleepers	..	..	12,00	..	..	..	..	..	4,76
(*d*) Wooden sleepers	..	..	4,79	..	..	6,74	..	..	11,17
(*e*) Other P. W. Material ..	..	1,29	6,59	44	3	85	..	27	5,74
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	83	3,78	2,47	2,30	1,42	1,30	..	11,29	3,33
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	79	43	7,23	42	25	5,96	..	3,84	6,24
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	...	31	44	2	43	64	..	8,78	19
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	10	76	..	2	38	..	77	2,86
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	7	54	29	53	40	..	70	2,14
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	...	1,57	5,36	..	57	19	..	1,39	4,87
F2. Signal and Interlocking material, and their parts and fittings.	..	52	2,14	2	8	13	..	30	72
Gb1. Hardware, Copper, Tin and Zincware, *i.e.*, all simple material in common use manufactured from raw metal.	..	7,71	10,86	31	1,39	65	..	3,10	5,22
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	50	2,16	33	49	79	..	88	1,09
Gb4. Metals	1,12	8,24	18,54	2,69	3,03	6,38	..	7,55	33,37
Gb5. Painters' Stores	..	1,54	3,39	10	1,23	1,51	..	1,61	5,17
Gb6. Timber	..	..	3,40	..	..	2,41	..	1	7,44
Gb7. Fuel and fuel oil	..	62	64,28	..	1,87	32,82	..	17,74	56,09
H. (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	2	10,57	4,18	62	3,33	81	5	8,01	7,55
All other stores not detailed in the above major heads.	15	19,67	43,05	1,78	12,43	13,36	22	12,83	76,36
Total ..	3,02	58,61	1,97,08	9,46	27,58	82,37	27	81,88	2,47,24

DIX A—*concld.*

and H. E. H. the Nizam's State Railways) during the year 1942-43. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 28	B 29	C 30	A 31	B 32	C 33	A 34	B 35	C 36	37
..	..	..	..	..	..	..	13	3,54	A. Bridge work and its parts, fittings and special fastenings.
..	5	1	1	53	1	2	7,62	3,42	B. Engineering Plant and components including all hand and power machinery.
..	2	..	1	48	26	5,07	17,33	3,90	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	53	..	5	62,27	(*a*) Rails.
..	..	..	..	..	..	..	..	2,35	(*b*) Steel sleepers.
..	..	..	..	..	..	..	1	32,64	(*c*) Cast iron sleepers.
..	..	2,42	..	..	9,00	..	..	99,25	(*d*) Wooden sleepers.
2	3	20	..	13	3,97	46	2,15	34,07	(*e*) Other P. W. Material.
2	17	18	65	54	17	7,49	34,18	14,89	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	,37	29	52	2,52	8,62	64,74	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
..	2	13	1	22	5	1,19	12,39	20,25	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	3	3	..	2	27	..	2,95	11,40	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	..	24	3	29	3,47	4,81	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	9	7	..	44	2,83	..	15,80	36,31	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	35	2	..	10	9	26	2,35	13,20	F2. Signal and Interlocking material, and their parts and fittings.
..	56	85	..	1,94	73	1,15	33,64	28,87	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple materials in common use manufactured from raw metal.
..	32	15	..	37	19	81	6,55	10,85	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
..	1,56	96	15	4.41	13.48	7,18	62 96	1,77,33	Gb4. Metals.
..	58	31	2	1,73	2,92	12	12 83	34 35	Gb5. Painters' Stores.
..	..	21	..	1	1,45	..	96	27.35	Gb6. Timber.
..	..	2,08	..	1,75	17.19	..	23,86	3,30,70	Gb7. Fuel and fuel oil.
..	38	13	37	3,03	1,04	2,30	52,66	25,78	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
1	83	2,33	14	9 00	11,56	2,73	1,42,87	3,30,56	All other stores not detailed in the above major heads.
5	5 00	10 08	1.73	25.23	66.29	31,62	4,43 88	13,72 83	Total.

APPEN

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	7th Jany. 1915.	*1940-41*	*(a) 35,09,432*	*725,992*	*150,544*	*127,998*
				1941-42	*(p) 24,25,136*	*833,848*	*112,979*	*146,525*
				1942-43	(a) 24,77,386	675,530	103,682	172,023
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	*1940-41*	*(a)15,59,588*	*37,921*	*(e) 2,736*	*10,149*
				1941-42	*15,66,467*	*39,681*	*(a) 3,090*	*12,680*
				1942-43	(a)15,66,929	33,685	(j) 4,479	12,777
Kurharbaree	State	Bihar	1st January 1871.	*1940-41*	*(a)27,94,267*	*234,632*	*109,691*	*63,674*
				1941-42	*(o)26,64,465*	*197,673*	*93,294*	*53,051*
				1942-43	25,12,984	145,427	89,448	40,747
Serampur	State	Bihar	1st January 1871.	*1940-41*	*(a)26,85,386*	*134,426*	*65,721*	*56,702*
				1941-42	*(o)25,78,405*	*108,636*	*52,743*	*42,882*
				1942-43	25,16,443	67,389	46,853	40,748
Bhurkunda	State	Bihar	1st June 1927.	*1940-41*	*(a)52,55,384*	*105,932*	*1,581*	*(d) 6.651*
				1941-42	*(a)52,42,283*	*128,809*	*4,115*	*(d)10,171*
				1942-43	(a)52,89,637	112,206	8,991	(d) 7,858
Kargali	State	Bihar	18th July 1917.	*1940-41*	*(a)36,98,407*	*520,840*	*1,774*	*(d)108,559*
				1941-42	*(a)35,59,382*	*675,951*	*1,822*	*(d)115,820*
				1942-43	36,97,042	425,344	2,138	(d)129,028
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	*1940-41*	*(m)24,08,190*	*(c)280,163*	*Nil*	*(c)25,950*
				1941-42	*(m)23,99,144*	*269,720*	*Nil*	*25,635*
				1942-43	(m)22,53,777	215,390	Nil	26,055
Deulbera	Bengal Nagpur Railway.	Orissa (Talcher State)	(g) 1st Sept. 1932.	*1940-41*	*(m)19,17,716*	*113,269*	*Nil*	*(c)13,903*
				1941-42	*(m)19,04,742*	*110,448*	*Nil*	*9,327*
				1942-43	19,46,993	81,117	Nil	6,814
Talcher	Madras & Southern Mahratta Railway.	Orissa (Talcher State)	Sept. 1930	*1940-41*	*41,55,012*	*192,828*	*Nil*	*13,691*
				1941-42	*42,45,032*	*200,861*	*Nil*	*19,864*
				1942-43	43,45,666	174,920	(r) 4,005	16,163
Jarangdih	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	*1940-41*	*(l)77.83.204*	*79,669*	*2,995*	*1,249*
				1941-42	*(n)77,75,952*	*74,147*	*3,481*	*45*
				1942-43	(n)78,39,124	47,397	3,881	(s) 4,630
Religara Dari	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways	Bihar	..	*1940-41*	*(b)16,66,685*	††	††	††
				1941-42	*(b)15,62,518*	††	††	††
				1942-43	(b)14,58,351	††	††	††
Kurasia	State.	Central Provinces.	7th May 1932	*1940-41*	*(k)16,73,377*	*277,106*	*Nil*	*3,345*
				1941-42	*(i) 16,22,546*	*297,414*	*Nil*	*6,927*
				1942-43	(q)16,13,562	338,359	Nil	5,211
Kedla	East Indian and Bengal Nagpur Railways.	Bihar	..	*1940-41*	*(f) Nil*	§	§	§
				1941-42	*(f) Nil*	§	§	§
				1942-43	(f) Nil	§	§	§

(a) The decrease is due to credits on account of Sinking Fund.
(b) The decrease is due to the write-off of the amount of Rs. 1,04,167 to the Revenue Accounts of the B., B. & C. I. & M. & S. M. Railways.
(c) Revised figure.
(d) Includes colliery consumption.
(e) Represents Smithy coal.
(f) Due to the capital outlay having been written back to Revenue.
(g) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(i) Includes Rs. 90,608/9 on account of Sinking Fund recovered.
(j) Represents Smithy Coal 4,435 and Dust 44.
(k) Includes Rs. 64,609/12/- on account of Sinking Fund recovered.
(l) The decrease is due to the adjustment of the cost of abandoned assets remaining at debit of capital (B.B. & C.I. Railway portion) carried out during 1941-42.
(m) Increase is due to the purchase of stores as War Reserve.
(o) Decrease is due to credit on account of adjustment of Sinking Fund charges and also to adjustment on account of write back of original cost of several assets.
(p) Decrease is due to credit on account of Sinking Fund and partly due to decrease in the balance of floating assets.
(q) Includes Rs. 1,07,877 on account of Sinking Fund recovered.
(r) Represents Dust coal.
(s) Includes run of mine.
(t) Includes 249 tons of Dust coal.
(u) Includes 3833 tons of Dust coal.

DIX B.

for the years 1940-41 to 1942-43.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of prsons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
1,004,534	*1,004,534*	*12,25,326*	*1·92*	*6,321*	*160*	*2*	*31*	Bokaro.
1,093,352	*1,093,352*	*19,36,137*	*1·77*	*6,933*	*158*	*3*	*35*	
951,235	948,253	20,80,884	2·19	5,935	160	*Nil*	30	
50,806	*50,806*	*2,62,425*	*5·17*	*405*	*125*	*Nil*	*4*	Swang.
55,451	*55,451*	*2,72,441*	*4·91*	*501*	*111*	*Nil*	*1*	
50,941	50,941	3,09,612	6·08	458	111	*Nil*	1	
407,997	*399,776*	*18,30,872*	*4·49*	*2,155*	*190*	*7*	*62*	Kurharbare.
344,018	*351,850*	*18,91,732*	*5·49*	*1,992*	*173*	*12*	*70*	
275,622	269,273	18,91,786	6·86	1,615	171	8	53	
256,849	*257,079*	*12,10,110*	*4·71*	*1,442*	*178*	*Nil*	*38*	Serampur.
204,261	*203,467*	*13,26,125*	*6·49*	*1,284*	*159*	*3*	*55*	
154,990	155,004	13,45,346	8·68	1,094	142	3	50	
114,164	*114,164*	*6,44,078*	*5·64*	*1,009*	*113*	*Nil*	*2*	Bhurkunda.
143,095	*143,095*	*7,05,679*	*5·93*	*1,236*	*116*	*1*	*7*	
129,055	124,937	7,61,298	5·90	1,027	125	1	*5*	
631,173	*631,173*	*18,95,909*	*3·00*	*4,780*	*122*	*2*	*12*	Kargali.
793,593	*791,297*	*22,60,920*	*2·85*	*4,894*	*162*	*3*	*13*	
556,510	556,339	21,68,746	3·90	4,859	113	4	13	
(c)*306 113*	(c)*306,113*	*7,54,885*	(c)*2·47*	*1,526*	(c)*200*	*Nil*	*Nil*	Argada.
295,355	*295,355*	*8,44,822*	*2·86*	*1,582*	*186*	*Nil*	1	
241,445	(t)241,445	7,72,635	3·20	1,327	182	*Nil*	*Nil*	
(c)*127,172*	(c)*129,497*	*6,00,508*	*4·72*	*1,215*	(c)*104*	*5*	*6*	Deulbera.
119,775	*120,066*	*5,91,526*	*4·94*	*1,127*	*106*	*2*	*3*	
87,931	(u)89,573	5,46,093	6·21	955	92	*Nil*	8	
206,519	*206,519*	*6,79,790*	*3·29*	*1,673*	*123*	*2*	*205*	Talcher.
220,725	*220,725*	*8,05,546*	*3·65*	*1,703*	*130*	*1*	*201*	
195,088	195,088	8,78,503	4·50	1,662	119	3	244	
33,913	*84,804*	*3,09,492*	*3·69*	*523*	*160*	*Nil*	*Nil*	Jarangdih.
77,673	*79,785*	*3,18,071*	*4·09*	*480*	*162*	*Nil*	*4*	
55,908	44,237	2,99,779	5·36	620	90	*Nil*	1	
††	††	††	††	††	††	††	††	Religara Dari.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
280.451	*280,353*	*7,39,645*	*2·64*	*1,122*	*250*	*2*	*3*	Kurasia.
304,341	*304,931*	*8,10,035*	*2·66*	*1,103*	*276*	*Nil*	*Nil*	
343,570	342,419	10,15,723	2·96	1,187	289	1	2	
§	§	§	§	§	§	§	§	Kedla.

(*m*) The decrease is due to redemption of Capital on Sinking Fund basis.

†† The colliery has been relinquished.

§ Further Development postponed indefinitely.

APPEN

Statement showing the Number of Servants of all races (gazetted and non-gazetted, permanent and close of the year

Railways.	Number of Europeans.		Indians. Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Bengal & Assam	*139*	140	*37,720*	45,155	*11,751*	14,054	*22,958*	31,061	*826*	868	*315*	289
Bengal & North Western.	*76*	63	**20,089*	20,549	*4,235*	3,979	**4,233*	4,407	**263*	276	*14*	12
Bengal-Nagpur	*142*	135	*52,632*	56,953	*10,196*	12,054	*7,789*	8,209	*1,882*	1,845	*623*	694
Bikaner State	*7*	6	*3,786*	3,706	(a)	(a)	*857*	839	*2*	2	*48*	53
Bombay, Baroda & Central India.	*219*	223	*43,623*	44,337	*9,005*	8,684	*12,689*	12,715	*1,029*	956	*259*	270
East Indian	*375*	385	**82,679*	86,507	**19,226*	19,410	**26,923*	29,301	**2,252*	2,422	*647*	592
Great Indian Peninsula.	**250*	248	**53,169*	65,858	**23,161*	29,981	**12,273*	14,353	**1,610*	1,606	**318*	336
Jodhpur	*16*	17	*5,697*	5,656	*804*	849	*1,785*	1,931	*18*	16	*14*	13
Madras & Southern Mahratta.	*108*	106	*27,778*	30,129	*9,906*	10,496	*5,529*	5,983	*1,800*	1,808	*11*	10
Mysore State	*Nil*	Nil	**5,595*	5,354	**1,141*	1,127	**739*	650	**117*	102	*Nil*	Nil
Nizam's State	*53*	55	*7,110*	7,125	*5,174*	5,273	*2,318*	2,460	*302*	278	*7*	5
North Western	**368*	308	**31,058*	32,812	*6,402*	6,816	**63,073*	68,602	**776*	750	**6,186*	6,827
Rohilkund and Kumaon.	**9*	8	**3,545*	3,635	*743*	554	*1,949*	1,987	*37*	34	*2*	2
South Indian	*57*	52	*28,546*	31,101	*3,124*	3,350	*2,389*	2,427	*1,242*	1,209	*1*	1
Total	**1,819*	1,746	**403,027*	438,877	**104,868*	116,627	**167,504*	184,925	**12,156*	12,172	**8,445*	9,104
CLASS II.												
Barsi Light	*6*	6	*775*	790	*364*	363	*175*	190	*6*	6	*Nil*	Nil
Bhavnagar State	*1*	1	*1,417*	1,444	*1,398*	1,535	*234*	255	*Nil*	Nil	*1*	1
Darjeeling-Himalayan.	*6*	4	*1,518*	1,728	*155*	170	*68*	79	*11*	10	*1*	1
Dibru-Sadiya†	*9*	9	*1,324*	1,324	*439*	439	*391*	391	*2*	2	*26*	26
Gaekwar's Baroda States	*Nil*	Nil	*3,272*	3,543	*458*	412	*296*	314	*7*	5	*37*	38
Gondal	*Nil*	Nil	*1,094*	1,067	*237*	219	*79*	111	*Nil*	Nil	*Nil*	Nil
Jaipur State	*3*	2	*825*	926	*270*	251	*203*	201	*4*	3	*2*	2
Jamnagar-Dwarka	*Nil*	Nil	*1,159*	1,173	*27*	35	*220*	214	*Nil*	Nil	*Nil*	Nil
Junagad State	*2*	1	*1,152*	1,177	*61*	63	*238*	239	*8*	9	*Nil*	Nil
Morvi	*Nil*	Nil	*1,007*	1,075	*54*	53	*82*	93	*2*	2	*Nil*	Nil
Shahdara (Delhi)-Saharanpur.	*4*	4	**132*	135	**353*	365	*276*	289	*7*	3	*8*	6
Total	*31*	27	**13,675*	14,382	**3,816*	3,905	*2,262*	2,376	*47*	40	*75*	74
Class III, Total	*28*	20	*4,326*	4,509	**2,071*	1,920	*939*	998	*9*	8	*7*	10
Railway Board & Other Railway Offices.	*39*	39	**5,657*	5,886	*895*	767	*1,919*	1,984	**48*	51	*159*	161
Collieries (B) N. Rly.)	*1*	1	*449*	437	*56*	58	*61*	69	*Nil*	Nil	*19*	19
Grand Total	**1,918*	1,833	**427,134*	464,091	**111,706*	123,277	**172,685*	190,352	**12,260*	12,271	**8,705*	9,368

* Revised figures.

(a) No distinction is observed on this Railway between Hindus— other than Depressed Classes and Hindus—Depressed classes.

† As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

DIX C-I.

*temporary, **open line**, only) employed on each Railway and under the Railway Board at the 1941-42 and 1942-43.*

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Depts)		Railways.
1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												CLASS I.
388	446	*4*	4	*216*	766	*76,178*	92,643	*76,317*	92,783	*76,318*	92,784	B. A.
**249*	251	*2*	*2*	*1*	2	**29,086*	29,478	**29,162*	29,541	**29,162*	29,541	B. & N.-W.
1,375	1,463	*12*	15	*45*	139	*74,554*	81,372	*74,696*	81,507	*74,696*	81,507	B.-N.
12	11	*Nil*	Nil	*Nil*	Nil	*4,705*	4,611	*4,712*	4,617	*4,712*	4,617	BK. S.
1,889	1,974	*888*	887	*369*	354	*69,751*	70,177	*69,970*	70,400	*69,970*	70,400	B., B. & C. I.
**882*	848	*14*	14	*20*	16	**132,643*	139,110	**133,018*	139,495	*133,023*	139,498	E. I.
4,190	4,466	*486*	507	*459*	477	*95,666*	117,584	**95,916*	117,832	**95,916*	117,832	G. I. P.
85	93	*2*	1	*7*	9	*8,412*	8,568	*8,428*	8,585	*8,429*	8,586	Jodhpur.
3,980	4,208	*52*	51	*366*	404	*49,422*	53,089	*49,530*	53,195	*49,530*	53,195	M. & S. M.
477	341	*3*	3	*4*	27	**8,076*	7,604	**8,076*	7,604	**8,076*	7,604	Mysore State.
760	810	¶	¶	*69*	70	*15,740*	16,021	*15,793*	16,076	*15,793*	16,076	N. S.
**1,374*	1,241	**49*	49	*23*	27	**108,941*	117,124	**109,309*	117,432	**109,313*	117,436	N. W.
27	26	*Nil*	Nil	*2*	2	**6,305*	6,240	**6,314*	6,248	**6,314*	6,248	R. & K.
3,933	4,271	*1*	Nil	*4*	2	*39,240*	42,361	*39,297*	42,413	*39,297*	42,413	S. I.
**19,621*	20,449	**1,513*	1,533	*1,585*	2,295	**718,719*	735,982	**720,538*	787,728	*720,549*	787,737	Total.
												CLASS II.
58	55	*Nil*	Nil	*Nil*	Nil	*1,378*	1,404	*1,384*	1,410	*1,384*	1,410	Barsi Light
41	38	*27*	26	*Nil*	Nil	*3,118*	3,299	*3,119*	3,300	*3,119*	3,300	B. S.
10	13	*Nil*	Nil	*8*	10	*1,771*	2,011	*1,777*	2,015	*1,777*	2,015	D. H.
30	30	¶	¶	*5*	5	*2,217*	2,217	*2,226*	2,226	*2.226*	2,226	D. S.
46	43	*11*	8	*4*	3	*4,131*	4,366	*4,131*	4,366	*4,131*	4,366	G. B. S.
7	7	*Nil*	Nil	*Nil*	Nil	*1,417*	1,404	*1,417*	1,404	*1,417*	1,404	Gondal.
8	3	*Nil*	Nil	*Nil*	Nil	*1,312*	1,386	*1,315*	1,388	*1,315*	1,388	Jaipur State.
13	13	*Nil*	Nil	*Nil*	Nil	*1,419*	1,435	*1,419*	1,435	*1,419*	1,435	J. D.
8	8	*1*	1	*1*	1	*1,469*	1,498	*1,471*	1,499	*1,471*	1,499	J. S.
3	3	*1*	1	*Nil*	Nil	*1,149*	1,227	*1,149*	1,227	*1,149*	1,227	Morvi.
2	3	*Nil*	Nil	*Nil*	7	*778*	808	*782*	812	*782*	812	S. (D.) S.
226	216	*40*	36	*18*	26	*20,159*	21,055	*20,190*	21,082	*20,190*	21,082	Total.
**16*	16	*3*	3	*15*	15	**7,386*	7,479	**7,414*	7,499	**7,414*	7 499	Cl. III Total.
**171*	162	*Nil*	Nil	*85*	98	**8,934*	9,109	**8,973*	9,148	**8,977*	9,153	R. Bd. & other R. O.
5	5	*Nil*	Nil	*Nil*	Nil	*590*	588	*591*	589	*591*	589	Collieries (B. N. Ry.)
**20,039*	20,848	**1,556*	1,572	*1,703*	2,434	**755,788*	824,213	**757,706*	826,046	**757,721*	826,060	Grand Total.

¶Not furnished.

APPENDIX C-II.

Statement showing the number of servants of all races employed on Class I Railways—Permanent and Temporary, Open line and Construction—(excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State, Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants at the close of the years 1941-42 and 1942-43.

Name of Railway.	31st MARCH 1942.											31st MARCH 1943.									
		Indians.											Indians.								
		Hindus.											Hindus								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 3 to 10).	Total No. on the Railway (Col. 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 14 to 21).	Total No. on the Railway (Column 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																					
Bengal and Assam	93	10,461	291	3,883	666	58	83	1	39	15,482	15,575	88	12,200	273	4,706	731	48	82	1	54	18,095	18,183
B. B. and Central India	147	15,901	769	4,677	955	133	1,201	787	285	24,708	24,855	156	16,635	709	4,932	966	142	1,237	813	301	25,675	25,831
East Indian ..	300	*16,693	*355	*4,843	*2,106	167	*207	9	9	*24,389	*24,689	310	17,612	368	5,231	2,220	163	220	9	8	25,831	26,141
Great Indian Peninsula	*158	11,500	*407	*2,006	*1,461	*84	1,381	392	241	*17,472	*17,630	158	12,914	566	2,223	1,403	91	1,468	422	257	19,344	19,502
North Western ..	*293	*10,611	*39	*7,593	*688	*1,619	*183	*48	18	*20,799	*21,092	239	11,112	18	8,854	657	1,799	174	38	21	22,673	22,912
Railway Board and Miscellaneous Offices.	4	*2,276	55	571	39	96	77	*Nil*	8	*3,122	*3,126	5	2,442	56	618	36	110	82	*Nil*	8	3,352	3,357
Total ..	*995	*67,442	*1,916	*23,573	*5,915	*2,157	*3,132	*1,237	600	*105,972	*106,967	956	72,915	1,990	26,564	5,953	2,353	3,263	1,283	649	114,970	115,926
Company Managed Railways.																					
Bengal Nagpur, ..	59	10,194	105	1,344	1,475	177	285	8	11	*13,599	13,658	58	11,135	112	1,440	1,504	195	302	11	14	14,713	14,771
B. and N. Western ..	30	*4,163	125	*1,302	*258	9	*98	2	1	*5,958	*5,988	26	4,181	115	1,332	269	7	102	2	2	6,010	6,036
M. and S. Mahratta ..	48	7,070	137	1,006	1,248	4	690	39	129	10,323	10,371	47	7,425	155	1,033	1,301	3	747	42	140	10,846	10,893
R. and Kumaon ..	1	*793	8	339	34	2	9	*Nil*	*Nil*	*1,185	*1,186	1	753	8	339	31	2	11	*Nil*	*Nil*	1,144	1,145
South Indian ..	22	7,664	93	731	800	*Nil*	1,092	*Nil*	3	10,383	10,405	18	8,098	85	714	806	*Nil*	1,153	*Nil*	2	10,858	10,876
Collieries (B. N. Ry.)	*Nil*	73	*Nil*	2	*Nil*	1	*Nil*	*Nil*	*Nil*	76	76	*Nil*	74	*Nil*	2	*Nil*	1	*Nil*	*Nil*	*Nil*	77	77
Total ..	160	*29,957	468	*4,724	*3,815	193	*2,174	49	144	*41,524	*41,684	150	31,666	475	4,860	3,911	208	2,315	55	158	43,648	43,798
Grand Total ..	*1,155	*97,399	*2,384	*28,297	*9,730	*2,350	*5,306	*1,286	744	*147,496	*148,651	1,106	104,581	2,465	31,424	9,864	2,561	5,578	1,338	807	158,618	159,724

* Revised figures.

Note :—The Bengal and North-Western and Rohilkund and Kumaon Railways have become state-managed from 1st January 1943, but are shown as company-managed for purposes of comparison.

APPENDIX C-III.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (Permanent and temporary, open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) as on 31st March 1942 and 31st March 1943.

APPEN

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay
Bikaner, Jodhpur, Mysore State

Railway system.	Year.	I.—Gazetted Officers and officers of corresponding rank.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal & Assam	*1941-42*	*162*	*23,69,848*	*1,83,325*	*10,827*	*1,93,483*	*1,05,480*	*28,62,963*
	1942-43	174	24,68,046	2,16,902	2,346	1,92,186	52,396	29,31,876
Bombay, Baroda and Central India.	*1941-42*	*160*	*21,97,485*	*1,79,859*	*9,838*	*1,83.571*	*99,557*	*26,70,310*
	1942-43	163	20.93,098	1,74,312	1,133	1,75,632	80,950	25,25,125
East Indian	*1941-42*	*243*	*37,82,068*	*4,68,378*	*11,407*	*2,94,604*	*1,27,691*	*46,84,148*
	1942-43	241	39,02,110	5,90,563	Nil	3,09,979	47,800	48,50,452
Great Indian Peninsula	*1941-42*	**203*	*30,76,115*	*2,30,559*	*9,726*	*2,92,202*	*1,00,246*	*37,08,848*
	1942-43	210	31,41,600	2,47,814	5,293	3,00,698	2,02,615	38,98,020
North Western	*1941-42*	*240*	**35,80,019*	*1,54,525*	*7,659*	*2,14,113*	*1,48,794*	**41,05,110*
	1942-43	252	36,01,803	1,59,128	2,475	2,17,409	71,695	40,52,510
Railway Board and Miscellaneous Offices.	*1941-42*	*79*	*15,97,773*	*54,084*	*4,830*	*1,06,622*	*23,875*	*17,87,184*
	1942-43	81	15,44,329	50,662	3,609	1,01,955	41,834	17,42,389
Total	*1941-42*	**1,087*	*1,66,03,308*	*12,70,730*	*54,287*	*12,84,595*	*6,05,643*	*1,98,18,563*
	1942-43	1,121	1,67,50,986	14,39,381	14,856	12,97,859	4,97,290	2,00,00,372
COMPANY-MANAGED.								
Bengal and North Western	*1941-42*	*77*	*8,88,409*	*36,136*	*—1,254*	*80,796*	*19,800*	*10.23,887*
	1942-43	71	9,27,838	36,600	5,134	1,00,883	1,65,829	12,36,284
Bengal Nagpur	*1941-42*	*191*	*23,61,570*	*1,63,334*	*163*	*2,34,236*	*41,938*	*28,01,241*
	1942-43	193	24,05,824	3,19,779	2,859	2,59,132	56,200	30,43,794
Madras and Southern Mahratta	*1941-42*	*142*	*19,21,452*	*90,412*	*1,286*	*1,67,296*	*20,125*	*22,00,571*
	1942-43	138	19,32,057	1,00,946	Nil	1,58,170	1,01,374	22,92,547
Rohilkund and Kumaon	*1941-42*	**16*	*1,79,413*	*7,245*	*1,151*	*14,003*	*3,722*	*2,05,534*
	1942-43	15	1,69,269	7,365	Nil	12,924	13,629	2,03,187
South Indian	*1941-42*	*112*	*14,79,243*	*51,419*	*348*	*1,26,109*	*79,986*	*17,37,105*
	1942-43	117	14,39,022	46,807	Nil	1,17,490	61,181	16,64,500
Collieries (B. N. Ry.)	*1941-42*	*4*	*41,524*	*1,776*	..	*3,514*	..	*46,814*
	1942-43	4	42,425	5,524	..	4,101	..	52,050
Total	*1941-42*	**542*	*68,71,611*	*3,50,322*	*1,694*	*6,25,954*	*1,65,571*	*80.15,152*
	1942-43	538	69,16,435	5,17,021	7,993	6,52,700	3,98,213	84,92,362
Grand Total	*1941-42*	**1,629*	*2,34,74,919*	*16,21,052*	*55,981*	*19,10,549*	*7,71,214*	*2,78.33,715*
	1942-43	1,659	2,36,67,421	19,56,402	22,849	19,50,559	8,95,503	2,84,92,734

* Revised figures.
‡‡ Please see remarks at page 255.

DIX C-III.

categories (Permanent and temporary, open line and construction) employed on Class I Railways (excluding and His Exalted Highness the Nizam's State Railways), as on 31st March 1942 and 31st March 1943.

II.—Subordinates drawing pay Rs. 250 per mensem or over or on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and on scales of pay rising to Rs. 200 p.m. and over if they are on the new scales of pay.

Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
579	*23,78,320*	*1,01,034*	*23*	*1,94,243*	*84,507*	*27,58,127*	Bengal & Assam.
655	26,70,801	1,65,945	..	2,04,370	1,40,111	31,81,227	
**943*	**40,84,443*	**2,11,736*	*205*	**3,31,047*	**3,13,932*	**49,41,363*	Bombay, Baroda and Central India.
959	39,58,137	2,25,100	Nil	3,16,800	3,60,697	48,60,734	
**1,885*	**89,17,972*	**2,77,057*	*2,080*	*7,27,734*	*4,62,169*	**1,03,87,012*	East Indian.
1,946	86,38,413	6,80,422	Nil	6,41,828	4,41,086	1,04,01,749	
**1,387*	**58,58,845*	**3,66,512*	*3,747*	**5,50,394*	**3,24,276*	**71,03,774*	Great Indian Peninsula.
1,470	58,24,165	6,31,417	912	5,47,312	3,45,400	73,49,206	
**1,253*	**53,81,096*	**2,06,887*	*2,714*	**4,38,636*	*3,44,616*	**63,73,949*	North Western.
1,281	54,26,099	2,68,400	726	4,37,979	3,09,604	64,42,808	
259	*8,87,414*	*55,238*	..	*63,912*	*9,761*	*10,16,325*	Railway Board and Miscellaneous. Offices.
282	8,71,583	96,048	..	64,246	1,453	10,33,290	
**6,306*	*2,75,08,090*	**12,18,464*	*8,769*	*23,05,966*	**15,39,261*	**3,25,80,550*	Total.
6,593	2,73,89,198	20,67,332	1,638	22,12,495	15,98,351	3,32,69,014	
							COMPANY-MANAGED.
**121*	*4,33,127*	*25,996*	*Nil*	*35,447*	*11,350*	*5,05,920*	Bengal and North Western.
123	4,33,643	28,025	Nil	36,032	31,293	5,28,993	
**913*	**37,98,959*	**1,95,859*	..	**3,16,420*	*1,58,002*	**44,69,240*	Bengal Nagpur.
946	39,20,446	5,67,875	..	3,30,803	89,366	49,08,490	
**269*	**12,02,716*	**58,023*	*Nil*	**91,702*	*1,15,840*	**14,68,281*	Madras and Southern Mahratta.
277	11,71,164	1,36,250	Nil	85,213	1,16,676	15,09,303	
24	*80,781*	*7,306*	*Nil*	*6,702*	*1,360*	*96,149*	Rohilkund and Kumaon.
21	76,230	6,112	Nil	5,365	5,209	92,916	
**250*	**10,48,529*	**24,712*	*1,493*	**87,616*	*1,14,637*	**12,76,987*	South Indian.
263	10,92,115	30,563	1,228	90,779	1,51,938	13,66,623	
**9*	**39,272*	*1,884*	..	**3,274*	*2,850*	**47,280*	Collieries (B. N. Ry.)
11	42,359	3,832	..	3,403	..	49,594	
**1,586*	**66,03,384*	**3,13,780*	*1,493*	**5,41,161*	*4,04,039*	**78,63,857*	Total.
1,641	67,35,957	7,72,657	1,228	5,51,595	3,94,482	84,55,919	
**7,892*	**3,41,11,474*	**15,32,244*	*10,262*	**28,47,127*	**19,43,300*	**4,04,44,407*	Grand Total.
8,234	3,41,25,155	28,39,989	2,866	27,64,090	19,92,833	4,17,24,933	

***Statement** showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories o*
Jodhpur, Mysore State and His Exalted Highness the Nizam's

Railway system.	Year.	III.—Subordinates on old scales of pay rising to Rs. 249 per mensem but not to Rs. 250 p.m. or over and subordinates on new scales of pay rising to Rs. 199 p.m. but not to Rs. 200 p.m. or over.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1941-42*	*14,996*	*1,22,95,097*	*6,16,381*	..	*9,85,186*	*5,21,887*	*1,44,18,551*
	1942-43	17,528	1,30,39,220	17,90,917	..	9,49,390	5,65,005	1,63,44,532
Bombay, Baroda and Central India.	*1941-42*	*23,912*	*2,12,17,895*	*10,86,217*	*2,623*	*16,42,655*	*8,28,729*	*2,47,78,119*
	1942-43	24,872	2,18,01,436	24,68,943	Nil	15,16,227	10,82,263	2,68,68,869
East Indian	*1941-42*	*22,804*	*2,30,75,043*	*11,10,260*	..	*13,15,778*	*10,10,885*	*2,65,11,966*
	1942-43	24,195	2,42,02,270	28,16,727	..	19,45,273	8,50,121	2,98,14,391
Great Indian Peninsula	*1941-42*	*16,243*	*1,65,93,116*	*15,66,888*	..	*13,98,881*	*4,92,256*	*2,00,51,141*
	1942-43	18,032	1,74,78,954	38,77,702	..	12,79,309	5,55,670	2,31,91,635
North Western	*1941-42*	*19,839*	*2,01,62,349*	*13,37,701*	..	*16,17,094*	*9,82,313*	*2,40,99,457*
	1942-43	21,631	2,06,48,837	27,33,905	1,079	16,02,186	10,52,058	2,60,38,065
Railway Board and Miscellaneous Offices.	*1941-42*	*2,867*	*22,27,314*	*36,734*	..	*1,72,240*	*47,350*	*24,83,648*
	1942-43	3,075	22,99,078	2,49,026	..	1,70,248	67,312	27,85,664
Total	*1941-42*	*100,661*	*9,55,70,814*	*57,54,181*	*2,623*	*71,31,834*	*38,83,430*	*11,23,42,882*
	1942-43	109,333	9,94,69,795	1,39,37,220	,079	74,62,633	41,72,429	12,50,43,156
COMPANY-MANAGED.								
Bengal and North Western	*1941-42*	*5,867*	*33,31,899*	*1,69,293*	..	*2,36,272*	*1,08,814*	*38,46,278*
	1942-43	5,913	35,25,236	2,69,697	..	2,95,206	1,32,664	42,22,803
Bengal Nagpur	*1941-42*	*12,745*	*1,27,69,076*	*5,55,306*	*39*	*10,19,674*	*3,50,613*	*1,46,94,708*
	1942-43	13,825	1,36,50,230	18,09,011	..	10,41,490	4,68,911	1,69,69,642
Madras and Southern Mahratta	*1941-42*	*10,102*	*86,44,096*	*6,29,294*	..	*7,26,954*	*3,93,156*	*1,03,93,500*
	1942-43	10,616	89,76,474	17,15,678	..	7,71,419	3,98,560	1,18,62,131
Rohilkund and Kumaon	*1941-42*	*1,162*	*6,17,664*	*77,477*	..	*50,197*	*14,510*	*7,59,848*
	1942-43	1,124	5,85,570	1,05,039	..	47,126	21,089	7,58,824
South Indian	*1941-42*	*10,155*	*75,47,463*	*6,91,170*	..	*5,68,785*	*3,32,170*	*91,39,588*
	1942-43	10,613	77,27,034	10,82,600	..	5,75,220	4,73,307	98,58,161
Collieries (B. N. Rly.)	*1941-42*	*67*	*80,749*	*1,755*	..	*6,671*	*2,513*	*91,688*
	1942-43	66	81,898	3,523	..	6,429	3,285	95,135
Total	*1941-42*	*40,098*	*3,29,90,947*	*21,24,295*	*39*	*26,08,553*	*12,01,776*	*3,89,25,610*
	1942-43	42,157	3,45,46,442	49,85,548	..	27,36,890	14,97,816	4,37,66,696
Grand Total	*1941-42*	*1,40,759*	*12,85,61,761*	*78,78,476*	*2,662*	*97,40,387*	*50,85,206*	*15,12,68,492*
	1942-43	151,490	13,40,16,237	1,89,22,768	1,079	1,01,99,523	56,70,245	16,88,09,852

DIX C-III—*contd.*

(*permanent and temporary, open line and construction*) *employed on Class I Railways* (*excluding Bikaner State Railways*), *as on 31st March 1942 and 31st March 1943.*

IV.—Daily rated labour staff of all departments plus Inferior staff of the mechanical Department only.

Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
21,263	*81,55,311*	*4,57,173*	..	*359,000*	*1,55,036*	*91,26,570*	Bengal & Assam.
26,052	94,28,120	16,11,246	..	3,02,237	3,54,368	1,16,,95,971	
12,397	*33,18,817*	*2,58,185*	..	*68,398*	*50,521*	*36,95,921*	Bombay, Baroda and Central India.
12,867	41,40,528	6,08,645	..	74,303	80,236	49,03,712	
39,909	*1,08,28,597*	*8,67,525*	..	*6,37,957*	*3,12,434*	*1,26,46,513*	East Indian.
42,901	1,47,94,295	26,57,015	..	81,480	2,14,247	1,77,47,037	
20,653	*88,77,690*	*7,63,634*	..	*2,89,837*	*1,45,731*	*1,00,76,942*	Great Indian Peninsula.
24,263	93,32,782	20,75,595	..	5,25,893	1,37,342	1,20,71,612	
32,560	*1,33,38,162*	*8,80,514*	..	*4,10,148*	*3,65,179*	*1,49,94,003*	North Western.
34,277	1,50,44,348	26,28,087	..	4,30,406	4,19,590	1,85,22,431	
2,910	*5,76,912*	*61,178*	..	*2,538*	*146*	*6,40,774*	Railway Board and Miscellaneous Offices.
4,767	8,93,127	1,65,297	..	..	..	10,58,424	
129,692	*4,50,95,489*	*32,88,209*	..	*17,67,928*	*10,29,097*	*5,11,80,723*	Total.
145,127	5,36,33,200	97,45,885	..	14,14,319	12,05,783	6,59,99,187	
							COMPANY-MANAGED.
6,971	*16,19,298*	*7,017*	..	*76,213*	*27,608*	*17,30,136*	Bengal and North Western.
7,856	18,32,257	10,285	..	71,061	84,880	19,98,483	
24,459	*1,03,93,902*	*2,22,957*	..	*5,83,977*	*2,03,813*	*1,14,04,649*	Bengal Nagpur.
25,234	1,18,89,897	10,36,043	..	5,67,413	2,44,498	1,37,37,851	
12,717	*61,19,994*	*2,63,221*	..	*3,76,024*	*2,17,680*	*69,76,919*	Madras and Southern Mahratta.
14,364	64,09,942	13,04,285	..	3,37,429	2,69,622	83,21,278	
1,516	*4,02,810*	*2,140*	..	*16,375*	*5,034*	*4,26,359*	Rohilkund and Kumaon.
1,521	3,98,508	1,537	..	28,150	13,541	4,41,736	
10,798	*37,05,764*	*3,54,061*	..	*2,65,939*	*85,671*	*44,11,435*	South Indian.
12,324	36,85,671	7,95,641	..	2,51,756	1,19,623	48,52,691	
152	*29,774*	*Nil*	..	*329*	*Nil*	*30,103*	Collieries (B. N. Rly.)
149	35,538	1,331	..	296	Nil	37,165	
56,613	*2,22,71,542*	*8,49,396*	..	*13,18,857*	*5,39,806*	*2,49,79,601*	Total.
61,448	2,42,51,813	31,49,122	..	12,56,105	7,32,164	2,93,89,204	
186,305	*6,73,67,031*	*41,37,605*	..	*30,86,785*	*15,68,903*	*7,61,60,324*	Grand Total.
206,575	7,78,85,013	1,28,95,007	..	26,70,424	19,37,947	9,53,88,391	

†† Please see remarks at page 255.

APPEN

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's

Railway system.	Year.	V.—Inferior Staff of all Departments other than those of the Mechanical Department.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. Allowances.	Passages.	Provident Fund. **	Gratuity. ***	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal & Assam	*1941-42*	*39,318*	*80,36,482*	*11,63,951*	..	*1,53,885*	*1,57,123*	*95,11,441*
	1942-43	48,375	99,46,707	38,51,728	..	2,39,561	40,743	1,40,78,739
Bombay, Baroda and Central India.	*1941-42*	*32,573*	*69,83,982*	7,19,577	..	*1,18,279*	*1,41,427*	*79,63,265*
	1942-43	31,540	69,26,196	*21,58,844*	..	1,59,981	2,27,096	94,72,117
East Indian	*1941-42*	*68,546*	*1,65,67,575*	*7,39,644*	..	*9,76,087*	*1,74,763*	*1,84,58,069*
	1942-43	70,923	1,39,19,397	18,53,447	..	6,20,330	3,40,763	1,67,33,937
Great Indian Peninsula	*1941-42*	*57,430*	*1,11,78,630*	*12,87,847*	..	*1,41,051*	*1,69,056*	*1,27,76,584*
	1942-43	73,857	2,11,23,385	87,11,464	..	1,77,647	1,82,975	3,01,95,471
North Western	*1941-42*	*55,428*	*1,33,23,841*	*17,35,725*	..	*1,48,395*	*2,85,737*	*1,54,93,698*
	1942-43	59,998	1,40,32,574	37,98,431	..	1,21,211	3,76,356	1,83,28,572
Railway Board and Miscellaneous Offices.	*1941-42*	*2,862*	*3,84,680*	*30,089*	..	*3,336*	*4,519*	*4,22,624*
	1942-43	948	2,15,095	76,565	..	3,852	4,245	2,99,757
Total	*1941-42*	*256,157*	*5,64,75,190*	*56,76,833*	..	*15,41,033*	*9,32,625*	*6,46,25,681*
	1942-43	285,641	6,61,63,354	2,04,50,479	..	13,22,582	11,72,178	8,91,08,593
COMPANY-MANAGED.								
Bengal and North Western	*1941-42*	*16,126*	*21,06,092*	*1,20,664*	..	*36,474*	*28,018*	*22,91,248*
	1942-43	15,578	24,53,369	3,91,899	..	35,595	39,260	29,20,123
Bengal Nagpur	*1941-42*	*36,388*	*71,75,493*	*5,65,803*	..	*2,78,866*	*1,30,733*	*81,50,895*
	1942-43	41,309	81,83,202	25,71,420	..	2,64,875	1,93,456	1,12,12,953
Madras and Southern Mahratta	*1941-42*	*26,300*	*52,44,666*	*7,05,424*	..	*1,78,264*	*1,01,634*	*62,29,988*
	1942-43	27,800	58,99,444	27,32,476	..	1,30,853	1,19,589	88,82,362
Rohilkund and Kumaon	*1941-42*	*3,596*	*5,16,061*	*6,405*	..	*13,149*	*3,825*	*5,39,440*
	1942-43	3,567	6,37,176	1,39,984	..	4,775	2,050	7,83,985
South Indian	*1941-42*	*17,982*	*29,76,049*	*5,00,045*	..	*1,34,067*	*72,435*	*36,82,596*
	1942-43	19,096	30,12,651	12,92,410	..	1,20,735	92,335	45,18,131
Collieries (B. N. Ry.)	*1941-42*	*359*	*1,14,331*	*589*	..	*6,181*	*1,732*	*1,22,833*
	1942-43	359	1,43,518	5,184	..	5,798	790	1,55,290
Total	*1941-42*	*100,751*	*1,81,32,692*	*18,98,930*	..	*6,47,001*	*3,38,377*	*2,10,17,000*
	1942-43	107,709	2,03,29,360	71,33,373	..	5,62,631	4,47,480	2,84,72,844
Grand Total	*1941-42*	*356,908*	*7,46,07,882*	*75,75,763*	..	*21,88,034*	*12,71,002*	*8,56,42,681*
	1942-43	393,350	8,64,92,714	2,75,83,852	..	18,85,213	16,19,658	11,75,81,437

APPENDIX C-III—*concld.*

categories (permanent and temporary, open line and construction) employed on Class I Railways (excluding State Railways), as on 31st March 1942 and 31st March 1943.

VI.—Total Staff (I to V).							Railway system.
Number.	Cost.						
	Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. **	Gratuity. ***	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED
76,318	*3,32,35,058*	†**26,08,648*	*10,850*	*13,85,797*	*10,24,083*	**†3,57,64,436*	Bengal and Assam
92,784	3,75,52,894	†76,94,348	2,346	18,87,744	11,52,623	†4,82,89,955	
69,985	*3,78,02,622*	*24,55,574*	*12,666*	*23,43,950*	*14,34,166*	*4,40,48,978*	Bombay, Baroda and Central India.
70,401	3,89,19,395	56,35,844	1,133	22,42,943	18,31,242	4,86,30,557	
**1,33,387*	**6,31,71,255*	**34,62,864*	*13,487*	**39,52,160*	*20,87,942*	**7,26,87,708*	East Indian.
1,40,206	6,54,56,485	85,98,174	Nil	35,98,890	18,94,017	7,95,47,566	
**95,916*	*4,55,84,396*	*42,15,440*	*13,473*	*26,72,415*	*12,31,565*	*5,37,17,289*	Great Indian Peninsula.
1,17,832	5,69,00,886	1,55,43,992	6,205	28,30,859	14,24,002	7,67,05,944	
**1,09,320*	**5,57,85,467*	**43,15,352*	*10,373*	**28,28,386*	**21,26,639*	**6,50,66,217*	North Western.
1,17,439	5,87,58,661	95,87,951	4,280	28,09,191	22,29,303	7,33,84,386	
**8,977*	**56,74,093*	*2,37,323*	*4,830*	*3,48,648*	**85,661*	**63,50,555*	Railway Board and Miscellaneous Offices.
9,153	58,23,212	6,37,598	3,609	3,40,261	1,14,844	69,19,524	
**493,903*	**24,12,52,891*	†**1,72,95,201*	*65,679*	**1,40,31,356*	**79,90,056*	**†28,06,35,183*	Total.
547,815	26,34,06,533	†4,76,97,907	17,573	1,37,09,888	86,46,031	†33,34,77,932	
							COMPANY-MANAGED.
**29,162*	**83,78,525*	**3,59,106*	*—1,254*	*4,65,202*	*1,95,590*	**93,97,469*	Bengal and North Western.
29,541	91,72,343	7,36,506	5,134	5,38,777	4,53,926	1,09,06,686	
74,696	**3,64,99,000*	**17,03,259*	**202*	*24,33,173*	*8,85,099*	*4,15,20,733*	Bengal Nagpur.
81,507	4,00,49,599	63,04,128	2,859	24,63,713	10,52,431	4,98,72,730	
49,530	*2,31,32,924*	*17,46,374*	*1,286*	*15,40,240*	*8,48,435*	*2,72,69,259*	Madras and Southern Mahratta.
53,195	2,43,89,081	59,89,635	Nil	14,83,084	10,05,821	3,28,67,621	
**6,314*	**17,96,729*	**1,00,573*	*1,151*	*1,00,426*	*28,451*	**20,27,330*	Rohilkund and Kumaon.
6,248	18,66,753	2,60,037	Nil	98,340	55,518	22,80,648	
39,297	*1,67,57,048*	*16,21,407*	*1,941*	*11,82,516*	*6,84,899*	*2,02,47,711*	South Indian.
42,413	1,69,56,493	§47,70,077	1,228	11,55,980	8,98,384	§2,37,82,162	
591	*3,05,650*	*6,004*	..	*19,969*	*7,095*	*3,38,718*	Collieries (B. N. Rly.)
589	3,45,738	19,394	..	20,027	4,075	3,89,234	
**199,590*	**8,68,70,176*	**55,36,723*	**3,226*	*57,41,526*	*26,49,569*	**10,08,01,220*	Total.
213,493	9,27,80,007	§1,80,79,777	9,221	57,59,921	34,70,155	§12,00,99,081	
**693,493*	**32,81,23,067*	**†2,28,31,924*	**68,905*	**1,97,72,882*	**1,06,39,625*	**†38,14,36,403*	Grand Total.
761,308	35,61,86,540	†§6,57,77,684	26,794	1,94,69,809	1,21,16,186	†§45,35,77,013	

† Includes grant-in-aid to Railway Schools and Railway employees—

1943 57,610

1942 86,784

* Revised figures.

NOTE—** Provident Fund:—This represents the accrued liability debited against working expenses and not the provident fund paid out to retiring etc., railway servants, which latter is a debit to the provident fund.

*** Gratuity:—This represents the sums actually paid out to retiring, etc. railway servants during the year.

§ Includes Rs. 15,22,056 on account of cost of A. R. P. staff on militarisation scheme and grant-in-aid to other schools and Railways employees

APPENDIX C-IV.

(a)—Gazetted Officers.

Statement of Gazetted Officers and Officers of corresponding rank (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on the 31st March 1943 as compared with 31st March 1942.

Item.	B. & A.		B. N.		B. & N. W.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Collieries (B. N. Ry.)		Total.	
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Administration Department*—																										
1·01. Europeans	3	3	5	4	3	2	8	6	4	4	4	4	3	3	5	4	1	1	3	3	1	1	..	..	40	35
1·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	5	5	2	3	..	..	2	..	2	2	..	..	..	..	1	1	..	..	3	3	..	..	..	..	15	14
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	2	..	..	..	..	..	..	2	2	..	..	1	1	1	2	..	..	..	..	..	..	..	..	5	7
(c) Anglo-Indians and domiciled Europeans	1	1	..	1	..	..	1	2	1	1	1	1	..	1	2	2	..	..	..	..	..	..	..	..	6	9
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Indian Christians	1	1	..	..	..	..	1	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	3	4
(f) Parsis	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	8	9	2	4	..	..	4	4	6	6	2	2	1	2	4	5	..	..	3	3	..	..	..	..	30	35
1·03. Grand Total	11	12	7	8	3	2	12	10	10	10	6	6	4	5	9	9	1	1	6	6	1	1	..	..	70	70
2. *Accounts Department*—																										
2·01. Europeans	..	..	5	2	4	3	4	4	2	2	2	2	5	4	..	..	1	1	1	1	1	1	..	..	25	20
2·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	7	5	6	7	3	2	4	3	9	10	8	8	3	3	8	7	2	2	5	5	7	6	..	..	62	58
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	2	2	..	..	..	2	1	1	..	..	..	..	1	1	4	5	..	..	1	1	..	..	..	..	9	12
(c) Anglo-Indians and domiciled Europeans	1	1	2	4	1	1	1	2	2	1	..	1	1	..	..	..	..	2	2	..	..	..	..	10	12	
(d) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..	..	4	4
(e) Indian Christians	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	3	3
(f) Parsis	..	..	..	..	..	..	2	1	..	..	1	1	2	2	..	..	..	..	..	..	..	..	..	..	5	4
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	10	8	9	12	4	6	8	6	11	12	11	10	7	7	14	14	2	2	10	10	7	6	..	..	93	93
1·02. Grand Total	10	8	14	14	8	9	12	10	13	14	13	12	12	11	14	14	3	3	11	11	8	7	..	..	118	113

2. Engineering Department—																												
2·01. Europeans	12	13	25	23	13	8	17	16	14	13	*23	23	17	16	20	16	2	1	12	12	5	5	..	..	*160	146
2·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	25	24	14	16	5	5	15	17	29	25	13	15	20	20	46	53	1	1	19	21	1	..	..	..	188	197
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	3	3	7	8	4	4	4	5	3	4	7	7	2	2	13	15	1	1	3	3	2	1	..	..	49	53
(c) Anglo-Indians and domiciled Europeans	4	6	12	11	2	3	2	3	11	12	*6	7	..	..	8	10	1	1	1	1	1	1	..	..	*48	55
(d) Sikhs	1	1	1	1	4	4	..	..	1	1	1	1	..	..	6	6	..	..	..	..	..	..	..	..	14	14
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	6	6	2	2	1	1	..	..	..	..	..	..	..	..	9	9
(f) Parsis	1	1	..	..	..	..	6	6	..	1	2	2	1	1	..	1	..	..	..	..	..	..	..	..	10	12
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
(h) Total	34	35	34	36	15	16	27	31	44	43	*35	38	25	25	74	87		3	23	25	4	2	..	..	*318	341
2·03. GRAND TOTAL	46	48	59	59	28	24	44	47	58	56	58	61	42	41	94	103	5	4	35	37	9	7	..	..	478	487
4. Transportation—																										
4·01. Europeans	8	8	19	20	11	9	13	11	14	16	*28	26	12	12	16	12	1	1	3	2	4	4	..	..	*129	121
4·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	22	20	16	17	3	2	10	13	23	24	*9	9	13	13	9	11	..	..	12	14	4	5	..	..	*121	128
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	5	6	11	12	3	2	5	5	6	6	4	4	2	1	9	9	1	1	3	4	1	1	..	..	50	51
(c) Anglo-Indians and domiciled Europeans	4	8	5	4	1	2	1	1	9	9	2	2	4	4	9	9	1	1	1	2	2	2	..	..	39	44
(d) Sikhs	..	1	1	..	..	..	1	1	2	2	..	..	2	2	5	4	..	..	..	..	..	..	..	..	11	10
(e) Indian Christians	..	1	1	..	..	..	4	4	1	1	1	1	3	2	1	1	..	..	2	2	..	..	..	..	13	12
(f) Parsis	..	..	..	..	..	..	2	2	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	4	3
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	31	36	34	33	7	6	23	26	42	42	*16	16	25	23	33	34	2	2	18	22	7	8	..	..	*238	248
4·03. GRAND TOTAL	39	44	53	53	18	15	36	37	56	58	*44	42	37	35	49	46	3	3	21	24	11	12	..	..	*367	369
5. Commercial—																										
5·01. Europeans	Included under Transportation.				..	..	Included under Transportation.		5	3	*6	6	Included under Transportation.						1	2	..	..	..	..	*12	11
5·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes					1	1			5	5	*14	15							5	7	..	..	..	..	*25	2
Depressed classes					..	..			..	..	..	..							..	..	..	..	..	..	..	..
(b) Muslims					1	2			1	1	1	1							..	..	..	..	..	..	3	4
(c) Anglo-Indians and domiciled Europeans					1	..			2	2	3	3							2	1	..	..	..	..	8	6
(d) Sikhs					..	..			..	..	..	..							..	..	..	..	..	..	..	..
(e) Indian Christians					..	..			..	..	1	1							..	..	..	..	..	..	1	1
(f) Parsis					..	..			..	..	..	..							..	..	..	..	..	..	..	..
(g) Other communities					..	..			..	..	..	..							..	..	..	..	..	..	..	..
(h) Total					3	3			8	8	*19	20							7	8	..	..	..	..	*37	39
5·03. GRAND TOTAL					3	3			13	11	*25	26							8	10	..	..	..	..	*49	50

* Revised figures.

(*a*) GAZETTED OFFICERS—*contd.*

Statement of Gazetted Officers and Officers of corresponding rank (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1943 as compared with 31st March 1942—contd.

Item.	B. & A.		B. N.		B. & N. W.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Collieries (B. N. Ry.)		TOTAL.	
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
6. *Mechanical Engineering*—																										
6·01. Europeans	14	18	19	18	11	11	15	15	19	19	*10	10	13	12	24	26	2	2	7	7	7	7	..	..	*141	145
6·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	8	8	8	8	..	..	9	10	14	16	2	2	10	10	8	8	..	..	6	7	..	..	..	..	*65	69
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	4	3	..	..	1	1	1	1	2	3	..	1	1	1	6	7	..	..	..	..	..	..	..	..	15	17
(*c*) Anglo-Indians and domiciled Europeans	4	4	7	8	..	..	..	..	3	3	1	1	1	1	2	2	..	..	..	..	..	..	..	..	18	19
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*e*) Indian Christians	1	1	..	..	..	..	..	..	2	2	2	3	..	..	2	2	..	..	..	..	..	..	..	..	7	8
(*f*) Parsis	1	1	1	1	..	..	..	..	1	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	5	4
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	18	17	17	18	1	1	10	11	22	25	6	8	13	12	13	20	..	..	6	7	..	..	..	..	*112	119
6·03. GRAND TOTAL	32	35	36	36	12	12	25	26	41	44	*16	18	26	24	43	46	2	2	13	14	7	7	..	..	*253	264
7. *Stores Department*—																										
7·01. Europeans	2	2	3	3	1	1	6	6	4	4	4	4	4	5	4	4	*1	1	2	2	..	..	..	..	*31	32
7·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	1	2	3	2	..	..	1	1	6	6	..	..	2	2	3	3	..	...	3	2	..	..	..	..	19	18
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	1	1	1	..	1	1	..	..	..	..	..	..	..	..	..	..	4	3
(*c*) Anglo-Indians and domiciled Europeans	3	3	2	3	..	..	..	..	2	1	1	1	..	..	..	1	..	..	1	1	..	..	..	..	9	10
(*d*) Sikhs	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	..	..	1	1	..	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	3	2
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	4	5	5	5	..	..	3	3	10	9	3	2	4	3	4	5	..	..	4	3	..	..	..	..	37	35
7·03. GRAND TOTAL	6	7	8	8	1	1	9	9	14	13	7	6	8	8	8	9	*1	1	6	5	..	..	..	..	*68	67

8 Electrical—																															
8·01. Europeans	4	5	Included under Mechanical Engineering		1	1	5	5	4	4	12	12	3	3	4	4	..	..	2	2	..	..	..	..	*35	36
8·02. Indians—																															
(a) Hindus—																															
Other than Depressed classes	3	3			..	..	3	3	5	5	3	6	4	4	4	3	..	..	3	2	..	..	..	..	*25	26
Depressed classes	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	...	..			..	..	1	1	..	..	2	2	..	..	..	1	..	..	..	..	..	..	..	..	3	4
(c) Anglo-Indians and Domiciled Europeans	..	1			..	..	1	1	1	1	3	3	..	..	..	1	..	..	..	..	..	..	..	..	5	4
(d) Sikhs	..	..			..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
(e) Indian Christians	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(g) Other communities	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	3	4			..	..	5	5	6	6	8	12	4	4	4	5	..	..	3	2	..	..	..	..	*33	38
8·03. Grand Total	7	9			1	1	10	10	10	10	20	24	7	7	8	9	..	..	5	4	..	..		..	*38	74
Other Departments—																															
9·01. Europeans	3	3	7	7	2	2	4	4	8	8	2	1	3	4	2	3	..	..	4	3	17	16	1	1	53	52
9·02. Indians—																															
(a) Hindus—																															
Other than Depressed classes	6	6	5	6	1	2	3	4	10	9	6	6	1	1	6	6	1	1	3	3	14	18	3	3	59	65
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	1	1	2	2	..	..	..	..	2	2	..	..	..	..	2	2	..	..	7	7
(c) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	..	1	2	2	3	3	..	..	..	..	..	..	..	..	3	4	..	..	9	11
(d) Sikhs	1	1	1	1	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	2	2	..	..	6	6
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	1	..	..	..	4	3
(f) Parsis	..	..	..	..	..	..	3	3	..	..	2	3	..	..	..	..	..	..	..	..	..	..	..	..	5	6
(g) Other communities	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	2
(h) Total	7	7	7	8	1	2	8	10	15	14	12	14	3	3	9	9	1	1	3	3	22	26	3	3	91	100
9·03. Grand Total	10	10	14	15	3	4	12	14	23	22	14	15	6	7	11	12	1	1	7	6	39	42	4	4	144	152
10. Total																															
10·01. Europeans	46	52	83	77	46	37	72	67	74	73	*91	88	60	59	75	69	*8	7	35	34	35	34	1	1	*626	598
10·02. Indians—																															
(a) Hindus—																															
Other than Depressed classes	77	73	54	59	13	12	47	51	103	102	*55	61	53	53	85	92	4	4	59	64	26	29	3	3	*579	603
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	15	16	18	20	9	11	14	15	17	19	15	15	8	7	35	41	2	2	7	8	5	4	..	..	145	158
(c) Anglo-Indians and domiciled Europeans	17	24	29	32	4	6	6	9	33	33	*21	21	6	7	21	25	2	2	7	7	6	7	..	..	*152	173
(d) Sikhs	2	3	5	4	4	4	1	1	5	5	1	2	2	2	16	15	..	..	1	1	2	2	..	..	39	39
(e) Indian Christians	2	3	1	..	1	1	5	6	3	3	13	14	7	6	4	4	..	..	3	3	1	..	..	..	40	40
(f) Parsis	2	2	1	1	..	..	14	13	3	3	7	8	6	4	..	1	..	..	..	..	..	..	..	..	33	32
(g) Other communities	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	3
(h) Total	115	121	108	116	31	34	88	96	164	165	*112	122	82	79	161	179	8	8	77	83	40	42	3	3	*989	1,041
10·03. Grand Total	161	173	191	193	77	71	160	163	238	238	*203	210	142	138	236	243	*16	15	112	117	75	76	4	4	*1,615	1,646
10·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	162	174	191	193	77	71	160	163	243	241	*203	210	142	138	240	243	*16	15	112	117	79	81	4	4	*1,629	1,659

* Revised figures.

(*a*) GAZETTED OFFICERS—*concld.*

Statement of Gazetted Officers and Officers of corresponding rank (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1943 as compared with 31st March 1942—concld.

Item.	B. & A.		B. N.		B. & N. W.		B., B. & C. I		E. I.		G. I. P.		M. & S. M.		N. W.		R. & Kr		S. I.		Rly. Board and Miscellaneous offices.		Collieries B. N. Ry.)		TOTAL.	
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943	1942.	1943.	1942.	1943.	1942.	1943.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
11. *Increase (+) and decrease (—)*																										
11·01. Europeans	..	+6	..	—6	..	—9	..	—5	..	—1	..	—3	..	—1	..	—6	..	—1	..	—1	..	—1	..	..	..	—28
11·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	—4	..	+5	..	—1	..	+4	..	—1	..	+6	..	..	..	+7	..	..	..	+5	..	+3	..	..	..	+24
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	+1	..	+2	..	+2	..	+1	..	+2	..	..	..	—1	..	+6	..	..	..	+1	..	—1	..	..	..	+13
(*c*) Anglo-Indians and domiciled Europeans	..	+7	..	+3	..	+2	..	+3	..	..	..	..	..	+1	..	+4	..	..	..	..	..	+1	..	..	..	+21
(*d*) Sikhs	..	+1	..	—1	..	..	..	..	..	..	..	+1	..	..	..	—1	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	+1	..	—1	..	..	..	+1	..	..	..	+1	..	—1	..	..	..	..	..	..	..	—1	..	..	..	..
(*f*) Parsis	..	..	..	..	..	..	..	—1	..	..	..	+1	..	—2	..	+1	..	..	..	..	..	..	..	..	..	—1
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	+1	..	..	..	+1	..	..	..	..	..	..	..	..	..	+2
(*h*) Total	..	+6	..	+8	..	+3	..	+8	..	+1	..	+10	..	—3	..	+18	..	..	..	+6	..	+2	..	..	..	+59
11·03. GRAND TOTAL	..	+12	..	+2	..	—6	..	+3	..	..	..	+7	..	—4	..	+12	..	—1	..	+5	..	+1	..	..	..	+31
12. *Percentage of Total*—																										
12·01 Europeans	28·6	30·1	43·5	39·9	59·7	52·1	45·0	41·1	31·1	30·7	*44·8	41·9	42·3	42·8	31·7	27·8	*50·0	46·7	31·3	29·1	46·7	44·7	25·0	25·0	*38·8	36·3
12·02 Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	47·9	42·2	28·3	30·5	16·9	16·9	29·4	31·3	43·3	42·9	*27·1	29·0	37·3	38·4	36·0	37·1	*25·0	26·7	52·7	54·7	34·7	38·2	75·0	75 0	*35·8	36·6
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	9·3	9·2	9·4	10·4	11·7	15·5	8·8	9·2	7·1	8·0	*7·4	7·1	5·7	5·1	14·8	16·5	*12·5	13·3	6·2	6·8	6·7	5·3	..	..	*9 0	9 6
(*c*) Anglo-Indians and domiciled Europeans	10·6	13·9	15·2	16·6	5·2	8·5	3·7	5·5	13·8	13·9	*10·3	10·0	4·2	5·1	9·0	10·1	*12·5	13·3	6·2	6·0	8 0	9·2	..	..	*1 4	10·5
(*d*) Sikhs	1·2	1·7	2·6	2·1	5·2	5·6	0·6	0·6	2·1	2·1	0·5	1·0	1·4	1·4	6·8	6·1	..	..	0·9	0·8	2·6	2·6	..	..	2·4	2·4
(*e*) Indian Christians	1·2	1·7	0·5	..	1·3	1·4	3·1	3·7	1·3	1·2	*6·4	6·7	4·9	4·3	1·7	1·6	..	..	2·7	2·6	1·3	..	..	..	2·5	2 4
(*f*) Parsis	1·2	1·2	0·5	0·5	..	..	8·8	8·0	1·3	1·2	*3·5	3·8	4·2	2·9	..	0·4	..	..	..	..	..	..	..	..	2·0	2 0
(*g*) Other Communities	..	..	..	..	..	..	0·6	0·6	..	..	..	0·5	..	..	..	0·4	..	..	..	..	..	..	..	..	0·1	0·2

*Revised figures.

APPENDIX C-IV—*contd.*

(*b*) SENIOR SUBORDINATES.

Statement of Subordinates, on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 p. m. and over if they are on the new scales of pay (permanent and temporary), employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on 31st March 1943 as compared with 31st March 1942.

1	B. & A.		B. N.		B. & N. W.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1942.	1943.	1942.	1943.	1942.	1943	1942.	1943.	1942.	1943.	1942	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
1. *Administration Department*—																						
1·01. Europeans	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
1·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	18	20	9	8	1	1	11	10	9	6	2	4	3	3	8	10	..	..	3	3	64	65
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	1	..	2	2	..	1	..	..	..	..	7	6	..	..	..	..	10	9
(*c*) Anglo-Indians and domiciled Europeans	5	5	*3	3	1	1	4	4	2	3	*4	3	1	1	1	..	1	1	*2	2	*24	23
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	..	..	..	..	3	2
(*e*) Indian Christians	1	2	..	..	..	..	2	2	..	..	2	3	..	..	1	2	..	..	..	..	6	9
(*f*) Parsis	..	..	..	..	..	..	1	1	..	..	..	*1	..	..	..	..	..	..	..	..	1	2
(*g*) Other communities	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	*2	2
(*h*) Total	25	28	*12	11	3	2	20	19	11	10	*9	12	4	4	20	20	1	1	*5	5	*110	112
1·03. GRAND TOTAL	25	28	*12	11	3	2	20	20	11	10	*9	12	4	4	20	20	1	1	*5	5	*110	113
2. *Accounts Department*—																						
2·01. Europeans	..	..	..	..	..	..	1	1	5	3	..	..	..	..	..	..	..	..	..	..	6	4
2·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	30	28	21	25	5	6	24	24	64	69	18	23	6	7	56	54	1	1	14	14	*239	251
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	1	1	2	2	2	3	..	..	..	..	15	15	1	1	1	1	23	24
(*c*) Anglo-Indians and domiciled Europeans	6	6	15	11	6	5	14	13	5	5	10	10	*9	10	2	..	..	..	3	3	*70	63
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	1	..	..	8	6	..	..	..	..	8	7
(*e*) Indian Christians	..	..	1	1	..	..	1	1	..	..	1	2	1	1	..	..	..	..	..	1	4	6
(*f*) Parsis	..	..	..	..	..	..	5	5	..	..	..	..	2	2	..	..	..	..	..	..	7	7
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	1	2
(*h*) Total	36	34	38	38	12	12	46	45	71	77	30	38	*18	20	81	75	2	2	18	19	*352	360
2·03. GRAND TOTAL	36	34	38	38	12	12	47	46	76	80	30	38	*18	20	81	75	2	2	18	19	*358	364

*Revised figures.

APPENDIX C-IV—*contd.*

(*b*) SENIOR SUBORDINATES—*contd.*

Statement of Subordinates, on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 p.m. and over if they are on the new scales of pay, (Permanent and temporary) employed on Class I Railways, Railway Board and other Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on 31st March 1943 as compared with 31st March 1942—contd.

Item.	B. & A.		B. N.		B. & N. W.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N.-W.		R. & K.		S. I.		TOTAL.	
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
3. *Engineering Department*—																						
3·01 Europeans	3	2	3	2	2	1	7	6	17	16	*10	11	3	2	21	18	..	..	1	1	*67	59
3·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	61	55	*60	59	9	9	*95	97	137	139	*136	74	25	25	*90	99	2	1	12	19	*627	577
Depressed classes	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2
(*b*) Muslims	8	10	*5	5	2	3	5	5	18	16	*20	11	1	1	*67	53	1	..	1	..	*128	104
(*c*) Anglo-Indians and domiciled Europeans	20	19	*36	36	9	9	13	16	55	72	*44	47	13	13	*24	28	3	2	14	15	*231	257
(*d*) Sikhs	4	2	3	3	..	..	1	1	6	4	*7	7	..	..	*22	22	..	..	..	..	*43	39
(*e*) Indian Christians	1	1	6	4	..	..	*2	2	1	2	*11	9	4	3	2	3	..	..	4	3	*31	27
(*f*) Parsis	..	..	..	..	..	..	15	17	..	..	*13	11	2	2	1	..	..	..	..	..	*31	30
(*g*) Other communities	..	..	..	..	..	..	7	6	2	..	*4	2	..	..	1	1	..	..	..	..	*14	9
(*h*) Total	94	88	*111	108	20	21	*138	144	219	233	*235	161	45	44	*207	206	6	3	31	37	*1,106	1,045
3·03. GRAND TOTAL	97	90	*114	110	22	22	*145	150	236	249	*245	172	48	46	*228	224	6	3	32	38	*1,173	1,104
4. *Transportation*—																						
4·01. Europeans	12	11	6	5	5	4	13	15	36	39	51	62	..	..	68	63	..	..	1	1	192	200
4·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	60	76	100	121	6	9	*116	122	94	106	*71	104	6	10	92	112	1	2	9	13	*555	675
Depressed classes	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	1	..	2	3
(*b*) Muslims	6	6	13	14	1	2	11	13	15	24	17	19	..	..	*54	56	..	..	..	1	*117	135
(*c*) Anglo-Indians and domiciled Europeans	45	49	*59	62	15	15	*29	25	139	127	*414	408	15	16	*30	31	5	4	7	7	*758	744
(*d*) Sikhs	3	2	7	7	..	..	..	..	3	4	..	2	..	..	*18	18	..	..	..	..	*31	33
(*e*) Indian Christians	..	1	4	3	..	..	14	14	2	1	*35	36	..	..	6	6	..	..	..	..	*61	61
(*f*) Parsis	..	..	..	..	..	..	32	35	1	1	*27	45	..	..	13	9	..	..	..	..	*73	90
(*g*) Other communities	..	1	..	..	..	..	2	2	..	1	18	21	1	1	2	1	..	..	..	..	23	27
(*h*) Total	114	135	*183	207	22	26	*204	211	254	264	*583	638	22	27	*215	233	6	6	17	21	*1,620	1,768
4·03. GRAND TOTAL	126	146	*189	212	27	30	*217	226	290	303	*634	700	22	27	*283	296	6	6	18	22	*1,812	1,968

5. *Commercial*—																								
5·01. Europeans	Included under Transportation.				..	..	Included under Transportation		8	9	..	..	Included under Transportation.		3	5	Included under Transportation.		..	..	11	14
5·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes					2	1			*72	77	*22	29			17	19			7	8	*120	134
Depressed classes					..	..			..	..	..	..			..	..			..	..	..	..
(*b*) Muslims					1	1			7	8	..	1			*9	10			..	..	*17	20
(*c*) Anglo-Indians and domiciled Europeans					..	..			22	20	6	4			*7	3			..	..	*35	27
(*d*) Sikhs					..	..			..	1	..	..			4	5			..	..	4	6
(*e*) Indian Christians					..	..			..	..	*8	8			..	1			..	..	*18	9
(*f*) Parsis					..	..			..	..	..	..			..	..			..	..	..	..
(*g*) Other communities					..	..			..	..	1	1			..	..			..	..	1	1
(*h*) Total					3	2			*101	106	*37	43			37	38			7	8	*189	187
5·03 Grand Total					3	2			*109	115	*37	43			40	43			7	8	*196	211
6. *Mechanical Engineering*—																						
6·01. Europeans	35	35	26	21	7	7	73	79	120	121	43	42	*32	31	*95	72	1	1	8	4	*440	413
6·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	53	64	*61	68	3	3	68	70	*182	188	*31	44	*14	14	76	87	..	..	33	33	*521	571
Depressed classes	..	..	..	..	1	1	..	1	1	1	1	1	..	..	..	..	..	..	..	..	3	4
(*b*) Muslims	4	6	11	13	1	1	19	18	*31	36	3	11	1	1	*70	84	..	..	4	3	144	173
(*c*) Anglo-Indians and domiciled Europeans	95	106	*327	316	24	25	177	156	*602	598	*100	105	*88	86	*166	177	7	7	*78	74	*1,664	1,650
(*d*) Sikhs	4	3	11	8	..	..	..	1	6	6	*1	1	2	1	34	34	..	..	..	..	*58	54
(*e*) Indian Christians	3	3	5	5	..	..	11	10	4	1	*21	29	1	1	6	5	..	..	9	7	*60	61
(*f*) Parsis	..	..	1	1	..	..	29	26	..	1	7	5	1	2	4	4	..	..	..	..	42	39
(*g*) Other communities	1	4	2	1	..	..	18	22	4	6	2	3	..	..	6	6	..	..	..	..	33	42
(*h*) Total	160	186	*418	412	29	30	322	304	*830	837	*166	199	*107	105	*362	397	7	7	*124	117	*2,525	2,594
6·03 Grand Total	195	221	*444	433	36	37	395	383	*950	958	*209	241	*139	136	*457	469	8	8	*132	121	*2,965	3,007
7. *Stores Department*—																						
7·0 Europeans	..	1	..	..	..	..	1	1	1	..	2	3	1	1	4	2	..	..	..	1	9	9
7·02 Indians—																						
(*a*) Hindus—																						
Other than Depressed Classes	13	14	13	15	..	2	*12	12	*24	31	4	8	2	2	*22	23	..	..	2	2	*92	109
Depressed classes	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
(*b*) Muslims	..	1	..	..	..	..	..	1	5	3	..	..	..	..	14	15	1	1	..	..	20	21
(*c*) Anglo-Indians and domiciled Europeans	3	3	13	14	..	..	4	4	*17	12	..	..	..	..	4	5	..	..	1	1	*42	39
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*2	2	..	..	..	..	*2	2
(*e*) Indian Christians	..	..	2	2	..	..	3	3	..	..	2	3	1	1	*2	..	..	..	1	1	*11	10
(*f*) Parsis	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	..	..	..	..	1	2
(*g*) Other communities	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(*h*) Total	17	19	28	31	..	2	*21	22	*46	47	6	12	3	3	*44	45	1	1	4	4	*170	186
7·03. Grand Total	17	20	28	31	..	2	*22	23	*47	47	8	15	4	4	*48	47	1	1	4	5	*179	195

* Revised Figures.

APPENDIX C-IV—*contd.*

(*b*) SENIOR SUBORDINATES—*contd.*

Statement of Subordinates, on scales of pay rising to Rs. 250 per mensemandover if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on 31st March 1943 as compared with 31st March 1942.

Item.	B. & A.		B. N.		B. & N. W.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943	1942.	1943.	1942	1943.	1942.	1943.	1942.	1943
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
8. *Electrical*—																						
8·01. Europeans	4	4			..	..	5	4	11	15	*20	11	2	2	5	4	..	..	4	4	*51	44
8·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	29	30			..	..	17	19	36	46	*52	55	12	13	23	24	..	..	12	13	*181	200
Depressed classes	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	2	1	Included under Mechanical Engineering.		..	..	1	2	1	2	4	4	..	..	*18	18	..	..	..	..	*26	27
(*c*) Anglo-Indians and domiciled Europeans	6	4			2	2	14	18	35	28	*48	76	9	11	*14	16	..	..	5	6	*133	161
(*d*) Sikhs	1	1			..	..	..	..	..	..	3	1	..	..	*9	6	..	..	..	..	*13	8
(*e*) Indian Christians	1	1			..	..	2	3	1	..	19	25	1	..	..	..	..	..	..	..	24	29
(*f*) Parsis	..	..			..	..	3	3	1	1	12	20	..	..	..	1	..	..	..	..	16	25
(*g*) Other Communities	2	3			..	..	4	3	..	..	4	5	..	..	..	..	..	..	..	..	10	11
(*h*) Total	41	40			2	2	41	48	74	77	*142	186	22	24	*64	65	..	..	17	19	*403	461
8·03. GRAND TOTAL	45	44			2	2	46	52	85	92	*162	197	24	26	*69	69	..	..	21	23	*454	505
9. *Other Departments*—																						
9·01. Europeans	4	12	9	15	4	4	9	13	*4	7	..	..	..	2	3	4	..	..	1	1	*34	58
9·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	26	35	*30	39	3	3	*22	24	41	46	*18	20	*8	9	*5	7	..	..	3	9	*156	192
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	3	12	2	3	*2	1	*3	5	6	7	*6	7	..	..	*11	18	..	..	1	..	*34	53
(*c*) Anglo-Indians and domiciled Europeans	5	13	*43	47	6	5	*6	5	*30	32	*15	11	2	3	*3	3	..	..	*5	5	*115	124
(*d*) Sikhs	..	..	..	1	..	..	1	2	..	..	*1	..	..	..	1	4	..	..	..	..	*3	7
(*e*) Indian Christians	..	..	*1	3	..	..	*3	3	..	..	*6	10	..	..	4	2	..	..	3	7	*17	25
(*f*) Parsis	..	..	2	2	..	..	*7	7	..	..	*5	4	..	..	..	..	..	..	..	..	*14	13
(*g*) Other Communities	..	..	*1	1	1	1	..	..	..	..	*2	..	..	..	..	..	..	..	..	..	*4	2
(*h*) Total	34	60	*79	96	*12	10	*42	46	*77	85	*53	52	*10	12	*24	34	..	..		21	*343	416
9·03. GRAND TOTAL	38	72	*88	111	*16	14	*51	59	*81	92	*53	52	*10	14	*27	38	..	..	*13	22	*377	474

10. *Railway Board and other Railway offices*—																								
10·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	5
10·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*181	192
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	34	43
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21	19
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	16
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	6
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	* 255	277
10·03 GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	* 259	282
11. *Collieries (B. N. Ry.)*—																								
11·01 Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11·02 Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*9	11
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*9	11
11·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*9	11
12. *Total*—																								
12·01. Europeans	58	65	44	43	18	16	109	120	*202	210	*126	129	38	38	*199	168	1	1	15	12	*†814	†807
12·02. Indians —																								
(*a*) Hindus—																								
Other than Depressed classes	290	322	*294	335	29	34	*365	378	*659	708	*354	361	*76	83	*389	435	4	4	95	114	*†2,745	†2,977
Depressed classes	..	1	1	1	1	1	..	1	1	2	2	4	..	..	..	..	..	..	1	..	†7	†11
(*b*) Muslims	23	36	*32	36	*9	9	*43	48	85	100	*50	53	2	2	*265	275	3	2	7	5	*†353	†369
(*c*) Anglo-Indians and domiciled Europeans	185	205	*496	489	63	62	*261	241	*907	897	*641	664	*137	140	*251	263	16	14	*115	113	*†3,093	†3,107
(*d*) Sikhs	12	8	21	19	..	..	2	4	15	15	*12	12	2	1	*101	99	..	..	..	..	†179	†174
(*e*) Indian Christians		8	*19	18	..	..	*38	38	8	4	*105	125	8	6	*21	19	..	..	17	19	*†226	†243
(*f*) Parsis	..	..	3	3	..	..	*93	95	2	3	*64	87	5	6	18	14	..	..	..	..	*185	208
(*g*) Other Communities.	5	10	*3	2	1	1				7	*33	35	1	1	9	8	..	..	..	..	90	98
(*h*) Total	521	590	*869	903	*103	107	*834	839	*1,683	1,736	*1,261	1,341	*231	239	*1,054	1,113	23	20	*235	251	*†7,078	†7,427
12·03. GRAND TOTAL	579	655	*913	946	*121	123	*943	959	*1,885	1,946	*1,387	1,470	*269	277	*1,253	1,281	24	21	*250	263	*†7,892	†8,234

* Revised figures.

†Includes figures of Railway Board and other Railway offices as per item 10 and collieries (B. N. Ry.) as per item 11.

APPENDIX C-IV—*concld.*

(*b*) SENIOR SUBORDINATES—*concld.*

Statement of Subordinates, on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay (Permanent and t mporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on 31st March 1943 as compared with 31st March 1942—concld.

Items.	B. & A.		B. N.		B. & N. W.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.	1942.	1943.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
13 *Increase* (+) *Decrease* (—)																						
13·01. Europeans	..	+7	..	—1	..	—2	..	+11	..	+8	..	+3	..	..	..	—31	..	..	..	—3	..	—7
13·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	..	+32	..	+41	..	+5	..	+13	..	+49	..	+7	..	+7	..	+46	..	..	..	+19	..	+232
Depressed classes	..	+1	..	..	..	..	..	+1	..	+1	..	+2	..	..	..	..	..	..	..	—1	..	+4
(*b*) Muslims	..	+13	..	+4	..	..	..	+5	..	+15	..	+3	..	..	..	+10	..	—1	..	—2	..	+56
(*c*) Anglo-Indians and domiciled Europeans	..	+20	..	—7	..	—1	..	—20	..	—10	..	+23	..	+3	..	+12	..	—2	..	—2	..	+14
(*d*) Sikhs	..	—4	..	—2	..	..	..	+2	..	..	..	..	..	—1	..	—2	..	..	..	..	..	—5
(*e*) Indian Christians	..	+2	..	—1	..	..	..	..	..	—4	..	+20	..	—2	..	—2	..	..	..	+2	..	+17
(*f*) Parsis	..	..	..	..	..	..	..	+2	..	+1	..	+23	..	+1	..	—4	..	..	..	..	..	+23
(*g*) Other Communities	..	+5	..	—1	..	..	..	+2	..	+1	..	+2	..	..	..	—1	..	..	..	..	..	+8
(*h*) Total	..	+69	..	+34	..	+4	..	+5	..	+53	..	+80	..	+8	..	+59	..	—3	..	+16	..	+349
13·03. GRAND TOTAL	..	+76	..	+33	..	+2	..	+16	..	+61	..	+83	..	+8	..	+28	..	—3	..	+13	..	+342
14.—*Percentage of Total*—																						
14·01. Europeans	10·0	9·9	*4·8	4·6	*14·9	13·0	*11·6	12·5	*10·7	10·8	*9·1	8·8	*14·1	13·7	*15·9	13·1	4·1	4·8	*6·0	4·6	*10·3	9·8
14·02. Indians—																						
(*a*) Hindus—																						
Other than Depressed classes	50·1	49·2	*32·2	35·4	*24·0	27·7	38·7	39·4	*35·0	36·4	*25·5	24·5	*28·3	29·9	*31·0	34·0	16·7	19·1	*38·0	43·3	*34·8	36·2
Depressed classes	..	0·2	0·1	0·1	0·8	0·8	..	0·1	0·1	0·1	*0·1	0·3	..	..	..	..	..	..	0·4	..	0·1	0·1
(*b*) Muslims	4·0	5·5	*3·5	3·8	*7·4	7·3	4·5	5·0	4·5	5·1	*3·6	3·6	*0·7	0·7	*21·1	21·5	12·5	9·5	*2·8	1·9	*7·0	7·4
(*c*) Anglo-Indians and domiciled Europeans	31·9	31·3	*54·4	51·7	*52·1	50·4	*27·7	25·1	*48·1	46·1	*46·2	45·2	50·9	50·5	*20·0	20·5	66·7	66·6	*46·0	43·0	*39·2	37·7
(*d*) Sikhs	2·1	1·2	*2·3	2·0	..	..	0·2	0·4	0·8	0·8	*0·9	0·8	*0·7	0·4	*8·1	7·7	..	..	..	..	*2·3	2·1
(*e*) Indian Christians	1·0	1·2	*2·1	1·9	..	..	*4·0	4·0	*0·4	0·2	*7·6	8·5	3·0	2·2	*1·7	1·5	..	..	*6·8	7·2	*2·9	3·0
(*f*) Parsis	..	..	*0·3	0·3	..	..	9·9	10·0	0·1	0·1	*4·6	5·9	1·9	2·2	1·5	1·1	..	..	..	..	2·3	2·5
(*g*) Other Communities	0 9	1·5	*0·3	0·2	0·8	0·8	*3·4	3·5	0·3	0·4	*2·4	2·4	0·4	0·4	0·7	0·6	..	..	..	..	1·1	1·2

* Revised figures.

APPENDIX C-V.

(a) Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) during 1942-43.

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
STATE-MANAGED RAILWAYS.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	1	..	..	..	..	..	1
3. Engineering	24	..	13	6	2	1	1	1	..	24
4. Transportation (Traffic) and Commercial.	17	2	11	3	..	..	1	..	..	15
5. Transportation (Power) and Mechanical Engineering.	6	2	2	1	..	..	1	..	..	4
6. Stores Department	1	..	1	..	..	..	..	..	..	1
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1942-43	50	4	28	11	2	1	3	1	..	46
1941-42	33	5	18	6	3	..	1	..	..	28
9. Percentage of Europeans to number of vacancies filled—										
1942-43	8·00	..	..	..	..	..	..	..	..	..
1941-42	15·2	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1942-43	92·0	..	..	..	..	..	..	..	..	..
1941-42	84·8	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
Bengal and North Western Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	
2. Accounts	3	..	..	2	1	..	..	..	..	3
3. Engineering	5	..	5	..	..	..	..	..	..	5
4. Transportation and Commercial	1	..	..	1	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1942-43	10	..	6	3	1	..	..	..	..	10
1941-42	8	..	6	1	1	..	..	..	..	8
9. Percentage of Europeans to number of vacancies filled—										
1942-43	0·00	..	..	..	..	..	..	..	..	..
1941-42	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1942-43	100·0	..	..	..	..	..	..	..	..	—
1941-42	100·0	..	..	..	..	..	..	..	..	—

APPENDIX C-V—*contd.*

(*a*) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding Bikaner, Jodhpur Mysore State and H. E. H. the Nizam's State Railways) during 1942-43*—contd.

Departments.	No. of vacancies actually filled.	Filled by								
		Europeans.	Indians.							
			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal Nagpur Railway.										
1. Administration	1	..	1	..	..	..	..	..	..	1
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	..	2	1	..	..	..	..	..	3
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	..	..	1	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1942-43	6	..	4	1	1	..	..	..	..	6
1941-42	25	1	9	2	11	2	..	..	..	24
9. Percentage of Europeans to number of vacancies filled—										
1942-43	0·00	..	..	..	..	..	..	..	..	..
1941-42	4·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1942-43	100·0	..	..	..	..	..	..	..	..	..
1941-42	96·0	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	..	..	..	..	..	1
4. Transportation and Commercial	1	..	..	..	1	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1942-43	2	..	1	..	1	..	..	..	.	2
1941-42	9	2	5	..	1	..	1	..	..	7
9. Percentage of Europeans to number of vacancies filled—										
1942-43	0.00	..	..	..	..	..	..	..	..	..
1941-42	22·2	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1942-43	100·0	..	..	..	..	..	..	..	..	..
1941-42	77·8	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) during 1942-43*—concld.

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Rohilkund and Kumaon Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial.	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1942-43	1	..	1	..	..	..	..	..	..	1
1941-42	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—										
1942-43	0·00	..	..	..	..	..	..	..	..	..
1941-42	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1942-43	100·0	..	..	..	..	..	..	..	..	..
1941-42	0·00	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	3	..	2	..	..	..	1	..	..	3
4. Transportation and Commercial	5	1	3	1	..	..	..	..	..	4
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1942-43	9	1	6	1	..	..	1	..	..	8
1941-42	8	..	5	3	..	..	..	..	..	8
9. Percentage of Europeans to number of vacancies filled—										
1942-43	11·1	..	..	..	..	..	..	..	..	..
1941-42	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1942-43	88·9	..	..	..	..	..	..	..	..	..
1941-42	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1942 to 31st March 1943.

Name of Railways, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—							(i) PERMANENT.												
State-managed—																			
Bengal and Assam	..	..	64	49·2	..	..	64	49·2	2	1·6	..	..	..	..	..	..	..	..	130
Bombay, Baroda and Central India.	1	0·1	665	66·0	20	2·0	169	16·8	45	4·4	7	0·7	62	6·1	29	2·9	10	1·0	1,008
East Indian	..	..	442	66·7	5	0·8	144	21·8	63	9·5	2	0·3	5	0·8	1	0·1	..	..	662
Great Indian Peninsula	..	..	442	80·5	5	0·9	64	11·7	8	1·5	1	0·2	19	3·5	7	1·3	3	0·4	549
North Western	..	..	86	24·4	..	..	218	61·9	9	2·6	37	10·5	2	0·6	..	..	..	..	352
Company-managed—																			
Bengal and North-Western	..	..	82	59·8	..	..	33	24·1	20	14·6	..	..	2	1·5	..	..	..	..	137
Bengal Nagpur	2	0·2	705	78·7	4	0·5	103	11·5	49	5·5	12	1·3	17	1·9	1	0·1	3	0·3	896
Madras and Southern Mahratta	..	..	55	53·0	15	14·4	13	12·5	2	1·9	..	..	19	18·2	..	..	..	..	104
Rohilkund and Kumaon	..	..	41	70·7	..	..	17	29·3	..	..	..	..	..	..	..	..	..	..	58
South Indian	..	..	441	74·6	4	0·7	42	7·1	40	6·8	..	..	64	10·8	..	..	..	..	591
II —Miscellaneous Offices—																			
Chief Mining Engineer	..	..	1	100·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Director, Railway Clearing Accounts.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	3	0·1	3,024	67·4	53	1·2	867	19·3	238	5·3	59	1·3	190	4·2	38	0·8	16	0·4	4,488

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1942 to 31st March 1943—concld.

Name of Railways, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—								(ii) TEMPORARY.											
State-managed—																			
Bengal and Assam	9	0·2	2,179	57·2	16	0·4	1,480	38·8	107	2·8	5	0·1	10	0·3	..	..	7	0·2	3,813
Bombay, Baroda and Central India.	5	0·2	1,494	71·3	30	1·4	332	15·8	34	1·6	19	0·9	148	7·1	24	1·2	11	0·5	2,097
East Indian	..	..	2,619	74·0	4	0·1	738	20·8	156	4·4	6	0·1	13	0·4	2	0·1	2	0·1	3,540
Great Indian Peninsula	5	0·2	2,049	77·7	40	1·5	275	10·4	64	2·4	11	0·4	166	6·3	24	0·9	6	0·2	2,640
North Western	..	..	1,057	35·0	..	..	1,620	53·7	18	0·6	304	10·1	19	0·6	..	..	1	0·0	3,019
Company-managed—																			
Bengal and North Western	..	..	134	63·8	..	..	59	28·1	13	6·2	..	..	4	1·9	..	..	..	..	210
Bengal Nagpur	4	0·3	1,187	79·7	2	0·1	138	9·3	90	6·0	31	2·1	36	2·4	..	..	1	0·1	1,489
Madras and Southern Mahratta	2	0·2	590	72·8	18	2·2	83	10·3	62	7·7	..	..	43	5·3	1	0·1	11	1·4	810
Rohilkund and Kumaon	..	..	8	100·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8
South Indian	..	..	417	78·1	6	1·1	26	4·9	19	3·5	..	..	66	12·4	..	..	..	..	534
II.—Miscellaneous Offices—																			
Chief Mining Engineer	..	..	17	85·0	1	5·0	2	10·0	..	..	..	..	..	..	..	..	..	..	20
Director, Railway Clearing Accounts.	..	..	361	65·9	12	2·2	125	22·8	..	..	41	7·5	9	1·6	..	..	..	..	548
TOTAL	25	0·1	12,112	64·7	129	0·7	4,878	26·0	563	3·0	417	2·2	514	2·8	51	0·3	39	0·2	16,728
GRAND TOTAL (Both permanent and temporary).	28	0·1	15,136	65·2	182	0·8	5,745	24·7	801	3·5	476	2·1	704	3·0	89	0·4	55	0·2	23,216

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1942-43 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	References to classes of accidents appearing in 1942-43 Report
1	2	3	4	5	6	7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 249.
Collisions—						
Passenger trains	39	32	31	36	58	Items 1 to 3.
Other trains and light engines	222	195	232	204	313	„ 4 to 6.
Derailments—						
Passenger trains	274	198	181	221	309	„ 7 (*a*) & 7 (*b*).
Other trains	3,486	4,725	5,420	6,601	7,447	„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock.* Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	77	76	86	124	140	Item 9 (*a*) (1).
(2) machinery springs, etc.	351	383	413	599	681	„ 9 (*a*) (2).
Failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	306	361	292	359	375	„ 9 (*b*) (1).
(2) other causes	1,422	1,364	1,338	1,614	1,973	„ 9 (*b*) (2).
Failure of tyres and wheels	20	13	30	25	34	„ 9 (*c*) & 9 (*d*).
ditto axles	32	49	64	770	724	„ 9 (*e*).
ditto brake apparatus	17	13	14	17	45	„ 9 (*f*).
ditto couplings and draft gear	2,016	1,889	2,082	2,417	2,619	„ 9 (*g*).
Other rolling stock failures	249	981	1,042	351	325	„ 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	358	279	178	198	179	„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	9	1	5	6	9	„ 10 (*b*).
Flooding of portions of permanent-way.	117	86	63	138	153	„ 10 (*c*).
Slips in cuttings or embankments	135	56	206	333	149	„ 10 (*d*).
IV.—*Fires*—						
Fire in trains	141	159	194	206	361	„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	46	38	51	32	193	„ 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	8,781	8,726	7,743	7,281	5,160	„ 12 (*b*).
Train-wrecking	6	7	11	7	86	„ 12 (*c*).
Attempted train-wrecking	83	85	79	85	535	„ 12 (*d*).
Trains running into road traffic at level crossings	94	107	105	121	129	„ 12 (*e*).
Trains running over obstructions not covered by circumstances mentioned in previous sub-divisions	213	248	201	168	285	„ 12 (*f*).
Miscellaneous	317	216	224	278	372	„ 12 (*g*) + 12 (*a*).
TOTAL	18,811	20,287	20,285	22,191	22,654	Total.

APPENDIX D (*i*)—*concld.*

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1942-43 and the preceding four years—contd.

[Summary of Appendices D (*ii*) to D (*vi*)]—*concld.*

Class of accident. 1	1938-39. 2		1939-40. 3		1940-41. 4		1941-42. 5		1942-43. 6		References to cols. of the Report for 1942-1943 7
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
NUMBER OF PERSONS KILLED OR INJURED.											
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	214	973	183	1,132	244	1,091	329	1,244	342	1,321	Total (*a*) Col. 31.
Railway servants	155	3,487	152	3,871	192	4,364	202	5,294	245	5,696	„ (*b*) Col. 56.
Other persons	2,934	818	3,069	908	3,148	954	3,140	937	2,706	935	„ (*c*) Col. 56.
Total	3,303	5,278	3,404	5,911	3,584	6,409	3,671	7,475	3,293	7,952	„ (*d*) Col. 58.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D. (*iii*).
Passengers	66	272	44	134	62	142	14	146	73	450	Col. 252—(Total).
Railway servants	17	152	13	93	14	141	18	124	42	287	„ 254— „
Other persons	26	69	39	73	27	53	28	109	39	76	„ 256— „
Total	109	493	96	300	103	336	60	379	154	813	„ 258—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*)
Passengers	..	19	2	32	2	86	3	38	1	51	Col. 285 & 286—(Total).
Railway servants	27	9,860	13	11,918	37	12,868	27	14,009	33	14,331	„ 287 & 288— „
Other persons	35	159	22	121	26	134	22	250	26	292	„ 289 & 290 „
Total	62	10,038	37	12,071	65	13,088	52	14,297	60	14,674	„ 291 & 292—(Total).
Total Passengers	280	1,264	229	1,298	308	1,319	346	1,428	416	1,822	A+B+C above.
Total Railway Servants	199	13,499	178	15,882	243	17,373	247	19,427	320	20,314	A+B+C above.
Total Other Persons	2,995	1,046	3,130	1,102	3,201	1,141	3,190	1,296	2,771	1,303	A+B+C above.
GRAND TOTAL	3,474	15,809	3,537	18,282	3,752	19,833	3,783	22,151	3,507	23,439	A+B+C above.

*Number of persons killed or injured in Railway Workshops, etc., in 1942-43 not included in the above summary.

	Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
Killed	12	2	14	Totals (*b*), (*c*) & (*d*) (Col. 337.)
Injured	10,651	23	10,674	

APPEN

Number of persons killed or injured during the year 1942-43 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

CLASS I

Class of accident.	Nature of Injury.	Bengal and Assam.	Bengal and North-Western.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	East Indian.	Great Indian Peninsula.	Jodhpur.
8	9	10	11	12	13	14	15	16	17
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	7	..	..	..	..	13	6	..
	Injured	5	..	..	..	..	16	20	..
2. Falling on to the platforms, ballast, etc. when getting into or out of trains.	Killed	10	2	..	..	3	2	4	..
	Injured	10	3	15	..	67	9	66	..
3. Crossing the line at stations	Killed	2	2	..	..	3	1	2	..
	Injured	1	..	..	..	5	2	2	1
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	..	37	..	3	..
5. Falling or jumping out of carriages during the running of trains.	Killed	17	9	5	1	38	22	33	1
	Injured	59	73	39	5	147	42	127	..
6. Other accidents	Killed	2	..	..	..	2	10	4	..
	Injured	7	..	3	1	32	10	69	..
TOTAL (a)	Killed	38	13	5	1	46	48	49	1
	Injured	83	76	57	6	288	79	287	1
(b) RAILWAY SERVANTS.									
(i) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	1	1	..	1
	Injured	19	8	180	2	123	117	402	2
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc. standing on adjacent lines.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	1	..	..	5	..	..
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	1	..	3	6	1	..
4. Getting on or off or falling off engines, wagons, etc. during shunting.	Killed	..	..	..	..	1	..	..	..
	Injured	7	2	28	..	6	12	54	..
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	..
	Injured	2	..	20	..	7	7	105	..
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	3	3	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	..	3	2	1	..
Other accidents during shunting operations not included in the preceding items.	Killed	4	..	2	..	2	7	3	..
	Injured	8	..	58	..	40	38	196	..
TOTAL (i)	Killed	4	..	2	..	4	8	3	1
	Injured	38	10	288	2	183	190	762	2

DIX D (ii).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents [See Col. 8
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1941-42.	*1942-43.*	1941-42.	*1942-43.*	1941-42.	*1942-43.*	*1941-42.* (Cols. 24, 26 and 28.)	*1942-43.* (Cols. 25 27 and 29.)	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
3	..	..	18	1	2	*39*	50	..	..	..	..	*39*	50	*1*
3	..	..	25	..	1	*52*	70	*1*	..	*2*	..	*55*	70	
1	..	3	19	..	1	*49*	45	..	..	..	..	*49*	45	*2*
..	2	4	70	2	2	*225*	*250*	*1*	1	..	..	*226*	251	
..	..	..	7	..	..	*10*	17	..	..	..	..	*10*	17	*3*
..	..	..	5	..	..	*8*	16	..	..	*1*	..	*9*	16	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	*4*
..	..	..	1	..	1	*41*	43	..	1	..	..	*41*	44	
5	..	3	41	1	11	*195*	187	*2*	2	*1*	*2*	*198*	191	*5*
56	8	5	140	11	27	*664*	739	*29*	18	*17*	16	*710*	773	
..	..	..	20	..	1	*31*	39	*2*	..	..	..	*33*	39	*6*
5	1	..	34	..	5	*184*	167	*10*	..	*9*	..	*203*	167	
9	..	6	105	2	15	*324*	338	*4*	2	*1*	2	*329*	342	Total (a)
64	11	9	275	13	36	*1,174*	1,285	*41*	20	*29*	16	*1,244*	1,321	
..	..	..	1	..	..	*18*	4	*1*	..	..	..	*19*	4	*1*
79	..	19	288	1	75	*1,395*	1,315	*1*	3	*6*	5	*1,402*	1,323	
..	..	..	..	..	..	*1*	..	*1*	1	..	..	*2*	1	*2*
..	..	..	8	..	1	*20*	15	..	*2*	..	..	*20*	17	
..	..	..	1	..	..	*2*	1	*1*	1	..	..	*3*	2	*3*
..	..	..	6	..	2	*12*	20	..	1	..	..	*12*	21	
1	..	..	..	..	..	*6*	2	..	..	..	..	*6*	2	*4*
4	..	1	33	..	1	*127*	148	*2*	..	*1*	..	*130*	148	
..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	..	*5*
12	..	..	14	..	16	*145*	183	..	1	*3*	*1*	*148*	185	
..	..	..	1	..	..	..	*1*	*1*	..	..	..	*1*	*1*	*6*
..	..	..	47	..	..	*21*	54	..	..	..	..	*21*	54	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	*7*
..	..	..	9	..	..	*15*	16	..	..	..	..	*15*	16	
3	..	..	1	1	1	*16*	24	..	1	..	..	*16*	25	*8*
32	..	2	89	2	34	*520*	499	..	..	..	2	*520*	501	
4	..	..	4	1	1	*44*	32	*4*	3	..	..	*48*	*35*	Total (i)
127	..	22	494	3	129	*2,255*	2,250	*3*	7	*10*	8	*2,268*	2,265	

APPEN

Number of persons killed or injured during the year 1942-43 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I						
		Bengal. and Assam-	Bengal and North-Western.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	East Indian.	Great Indian Peninsula.
33	34	35	36	37	38	39	40	41
(*b*) RAILWAY SERVANTS—*concld.*								
(*ii*) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains	Killed	..	1	..	..	..	2	2
	Injured	5	..	12	..	13	18	63
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	1	..
	Injured	2	..	1	..	1	11	..
11. Getting on or off engines, vans, etc., during the running of trains	Killed	..	1	..	..	1	5	..
	Injured	4	2	15	..	17	37	117
12. Attending to or failure of, machinery, etc., of engine in steam.	Killed	..	..	..	..	..	..	..
	Injured	16	..	..	..	66	159	1,056
13. Working on the permanent-way, sidings, etc.	Killed	2	..	2	1	..	4	..
	Injured	1	..	1	1	2	19	..
14. Attending to gates, at level-crossings	Killled	..	..	..	..	..	1	..
	Injured	..	..	..	..	1	6	2
15. Walking, crossing, or standing on the line on duty	Killed	8	..	4	..	12	24	39
	Injured	6	1	7	..	25	24	37
16. Being caught between vehicles	Killed	1	..	..	..	..	3	..
	Injured	..	..	..	..	3	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	1	..	..	..	..	1	..
	Injured	..	1	..	..	..	5	1
18. Walking, etc., on the line on the way home or to work.	Killed	1	1	1	1	..	4	..
	Injured	2	1	4	..	2	7	2
19. Miscellaneous	Killed	15	2	..	..	4	10	2
	Injured	76	1	66	..	27	329	344
TOTAL (*ii*)	Killed	28	5	7	2	17	55	43
	Injured	112	6	106	1	157	616	1,622
TOTAL RAILWAY SERVANTS (*b*)=[(*i*)+(*ii*)]	Killed	32	5	9	2	21	63	46
	Injured	150	16	394	3	340	806	2,384
(*c*) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	3	..	..	..	..	5	..
	Injured	1	2	..	..	..	1	..
2. Trespassing on the line	Killed	324	185	254	2	161	442	227
	Injured	88	66	124	6	88	209	64
3. Suicides	Killed	37	34	42	3	12	93	21
	Injured	..	1	4	..	1	4	..
4. Miscellaneous	Killed	6	5	2	1	2	18	..
	Injured	13	4	6	..	1	8	..
TOTAL OTHER PERSONS (*c*)	Killed	370	224	298	6	175	558	248
	Injured	102	73	134	6	90	222	64
(*d*) GRAND TOTAL=(*a*)+(*b*)+(*c*)	Killed	440	242	312	9	242	669	343
	Injured	335	165	585	15	718	1,107	2,735

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.							Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of accidents. (see Col. 33).
Jodhpur.	Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian	*1941-42.*	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	1941-42. (Cols.49, 51 & 53.)	1942-43. (Cols.50, 52 & 54.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
..	..	..	..	2	..	..	*3*	7	*1*	1	..	..	*4*	8	9
..	3	..	1	32	..	9	*114*	156	*5*	5	*2*	..	*121*	161	
..	..	..	..	1	..	1	*2*	3	..	..	..	..	*2*	3	10
1	..	..	..	7	..	..	*30*	23	*2*	..	*2*	..	*34*	23	
..	..	..	..	3	..	..	*12*	10	..	1	..	1	*12*	12	11
..	8	..	1	36	..	2	*311*	239	*2*	2	..	1	*313*	242	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	8	1	..	133	..	31	*816*	1,470	*1*	..	*1*	..	*818*	1,470	
..	1	..	..	1	..	..	*17*	11	..	..	..	..	*17*	11	13
..	7	..	..	10	..	..	*27*	41	..	1	..	..	*27*	42	
..	..	..	..	4	..	..	*3*	5	..	..	..	..	*3*	5	14
..	..	..	..	6	..	..	*15*	15	*2*	..	..	..	*17*	15	
..	1	..	1	13	..	4	*59*	106	..	..	..	..	*59*	106	15
..	2	1	..	13	2	2	*79*	120	*1*	..	*3*	..	*83*	120	
..	..	..	..	3	..	..	*2*	7	..	..	..	..	*2*	7	16
..	..	..	..	3	..	..	*13*	7	..	..	..	..	*13*	7	
..	1	..	..	..	..	..	*4*	3	..	2	..	..	*4*	5	17
..	1	1	..	1	..	..	*18*	10	..	..	..	..	*18*	10	
..	2	..	..	4	..	..	*11*	14	..	..	..	..	*11*	14	18
..	1	..	..	10	..	..	*24*	29	..	..	..	..	*24*	29	
..	1	..	..	..	..	1	*40*	35	..	2	..	2	*40*	39	19
..	221	1	9	208	..	24	*1,548*	1,306	*6*	2	*4*	4	*1,558*	1,312	
..	6	..	1	31	..	6	*153*	201	*1*	6	..	3	*154*	210	Total (*ii*).
1	251	4	11	459	2	68	*2,995*	3,416	*19*	10	*12*	5	*3,026*	3,431	
1	10	..	1	35	1	7	*197*	233	*5*	9	..	3	*202*	245	Total (*b*).
3	378	4	33	953	5	197	*5,250*	5,666	*22*	17	*22*	13	*5,294*	5,696	
..	..	..	..	2	..	3	*18*	13	*1*	..	..	..	*19*	13	1
..	..	..	..	1	..	..	*7*	5	..	..	..	..	*7*	5	
4	110	8	33	298	20	149	*2,473*	2,217	*21*	30	*11*	12	*2,505*	2,259	2
7	17	10	3	98	8	22	*795*	810	*14*	30	*32*	12	*841*	852	
..	44	1	5	45	2	35	*545*	374	2	3	*4*	5	*551*	382	3
..	3	..	..	..	..	2	*38*	15	..	..	..	..	*38*	15	
..	4	..	..	6	1	3	*61*	48	*4*	..	..	4	*65*	52	4
1	7	..	..	8	3	..	*42*	51	*2*	8	*7*	4	*51*	63	
4	158	9	38	351	23	190	*3,097*	2,652	*28*	33	*15*	21	*3,140*	2,706	Total (*c*).
8	27	10	3	107	11	24	*882*	881	*16*	38	*39*	16	*937*	935	
6	177	9	45	491	26	212	*3,618*	3,223	*37*	44	*16*	26	*3,671*	3,293	Grand Total
12	463	25	45	1,335	29	257	*7,306*	7,832	*79*	75	*90*	45	*7,475*	7,952	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Bengal and Assam.							
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 63, 64 and 65.)
	58	59	60	61	62	63	64	65	66
(1-3)	1. Collisions in which passenger trains were concerned.	10	3	10	Killed	3	5	..	8
					Injured	94	39	2	135
(4-6)	2. Other Collisions	1	..	6	Killed	..	..	..	..
					Injured	..	..	..	..
(7a & b)	3. Derailments of passenger trains	17	..	17	Killed	..	..	..	..
					Injured	24	..	..	24
(8a & b)	4. Other derailments	1	..	33	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock,								
(9a&c to h)	(a) Faulty design or material	..	..	221	Killed	..	..	..	..
					Injured	..	..	..	..
9b(1 & 2)	(b) Faulty workmanship or operation by running staff.	..	..	139	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent—way.								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	6	..	19	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in-cuttings or embankments.	8	..	18	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires.								
	(a) In trains	26	..	33	Killed	..	..	1	1
					Injured	..	2	..	2
	(b) At stations or involving injury to bridges or viaducts	23	..	39	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents.								
(c)	(i) Train wrecking	14	2	14	Killed	23	6	..	29
					Injured	103	22	..	125
(d)	(ii) Attempted train wrecking	57	..	71	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	155	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic level crossings	11	..	13	Killed	..	..	2	2
					Injured	..	..	14	14
(a, f & g)	(v) Miscellaneous	11	..	25	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	185	5	813	Killed	26	11	3	40
					Injured	221	63	16	300

DIX D (iii).

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Bengal and North-Western.								Bengal Nagpur.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Ry. Servants.	Other Persons.	Total (Cols. 71, 72 and 73.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 79, 80 and 81.)	Class of accident.
67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83
..	..	1	Killed	..	..	..	..	1	..	1	Killed	..	..	..	..	1.
			Injured	1	..	..	1				Injured	2	..	..	2	
..	..	..	Killed	..	..	..	..	3	..	54	Killed	..	3	3	6	2.
			Injured	..	..	..	..				Injured	..	27	..	27	
..	..	..	Killed	..	..	..	..	..	..	5	Killed	..	..	..	..	3.
			Injured	..	..	..	..				Injured	..	2	..	2	
..	..	7	Killed	..	..	..	..	..	..	94	Killed	..	..	..	..	4.
			Injured	..	1	..	1				Injured	..	4	..	4	
..	..	13	Killed	..	..	..	..	..	..	218	Killed	..	..	..	..	5. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	14	Killed	..	..	..	..	..	..	166	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	7	Killed	..	..	..	..	..	..	24	Killed	..	..	..	..	6. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	5	Killed	..	..	..	..	3	..	6	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	1	..	5	Killed	..	..	..	..	7. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	..	..	6	Killed	..	..	..	..	(b)
			Injured	..	1	..	1				Injured	..	..	2	2	
..	..	..	Killed	..	..	..	..	1	..	2	Killed	..	..	..	..	8. (i)
			Injured	..	..	..	..				Injured	19	..	..	19	
..	..	..	Killed	..	..	..	..	..	..	20	Killed	..	..	..	..	(ii)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	2	Killed	..	..	..	..	..	..	69	Killed	..	..	..	..	(iii)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	18	Killed	..	..	1	1	(iv)
			Injured	..	..	..	..				Injured	..	..	6	6	
..	..	..	Killed	..	..	..	..	..	..	54	Killed	..	..	..	..	(v)
			Injured	..	..	..	..				Injured	..	..	3	3	
..	..	57	Killed	..	..	..	..	9	..	742	Killed	..	3	4	7	Total
			Injured	1	2	..	3				Injured	21	33	11	65	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway.

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Bikaner State.							
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 89, 90 and 91.)
	84	85	86	87	88	89	90	91	92
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(4—6)	2. Other collisions	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(7*a* & *b*)	3. Derailments of passenger trains	8	..	8	Killed	..	..	..	..
					Injured	..	..	..	..
(8*a* & *b*)	4. Other derailments	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.								
(9*a* & *c* to *h*).	(*a*) Faulty design or material	..	..	8	Killed	..	..	..	..
					Injured	..	..	..	..
9(*b*)(1 &2)	(*b*) Faulty workmanship or operation by running staff.	..	..	6	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10*a* & *b*).	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(10*c* & *d*).	(*b*) Flooding of P. way, slips in cuttings or embankments.	4	..	5	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires—								
	(*a*) In trains	13	..	13	Killed	..	..	..	..
					Injured	..	..	..	..
	(*b*) At stations or involving injury to bridges or viaducts.	1	..	1	Killed	..	..	..	..
					Injured	..	1	..	1
(12)	8. Other accidents—								
(*c*)	(*i*) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*d*)	(*ii*) Attempted train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	5	Killed	..	..	..	..
					Injured	..	..	..	..
(*e*)	(*iv*) Trains running into road traffic at level crossings.	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(*a*, *f* & *g*).	(*v*) Miscellaneous	1	..	6	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	27	..	56	Killed	..	..	..	..
					Injured	..	1	..	1

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS.—*contd.*

Bombay, Baroda and Central India.								East Indian								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Ry. Servants.	Other Persons.	Total (Cols. 97, 98 and 99.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 105, 106 and 107.)	Class of accident.
93	94	95	96	97	98	99	100	101	102	103	104.	105	106	107	108	109
..	..	2	Killed	..	..	..	..	5	2	13	Killed	13	..	..	13	1.
			Injured	..	..	..	..				Injured	79	27	..	106	
..	..	29	Killed	..	..	..	..	2	..	61	Killed	4	3	..	7	2.
			Injured	..	..	..	..				Injured	1	13	..	14	
..	..	1	Killed	..	..	..	..	2	..	17	Killed	..	2	1	3	3.
			Injured	..	..	..	..				Injured	1	2	..	3	
..	..	862	Killed	..	..	..	..	1	..	2,780	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	1	..	1	
..	..	947	Killed	..	..	..	..	..	..	866	Killed	..	..	..	..	5 (*a*)
			Injured	..	..	..	..				Injured	..	2	..	2	
..	..	215	Killed	..	..	..	..	..	..	397	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	15	Killed	..	..	..	..	6 (*c*)
			Injured	..	..	..	..				Injured	..	..	..	..	
2	..	3	Killed	..	..	..	..	3	..	7	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	13	Killed	..	..	..	..	7	..	35	Killed	..	1	..	1	7 (*a*).
			Injured	..	..	..	..				Injured	4	1	..	5	
..	..	4	Killed	..	..	..	..	2	..	38	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
3	1	6	Killed	3	..	..	3	14	..	14	Killed	..	2	..	2	8 (*i*)
			Injured	27	4	..	31				Injured	..	31	..	31	
51	..	129	Killed	..	..	..	..	65	..	78	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	527	Killed	..	..	..	..	..	..	730	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	2	..	11	Killed	..	..	1	1	(*iv*)
			Injured	..	..	..	..				Injured	4	..	1	5	
..	..	12	Killed	..	..	..	..	59	..	125	Killed	..	8	1	9	(*v*)
			Injured	..	..	..	..				Injured	4	8	5	17	
56	1	2,750	Killed	3	..	..	3	162	2	5,187	Killed	17	16	3	36	Total
			Injured	27	4	..	31				Injured	98	85	6	184	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Great Indian Peninsula. Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other Persons.	Total (Cols. 115, 116 and 117.)
	110	111	112	113	114	115	116	117	118
(1—3)	1. Collisions in which passenger trains were concerned.	5	..	19	Killed .	..	..	..	..
					Injured .	5	10	..	15
(4—6)	2. Other collisions	2	..	139	Killed .	..	..	1	1
					Injured .	..	7	..	7
(7a & b)	3. Derailments of passenger trains .	4	..	40	Killed .	..	..	..	..
					Injured .	..	..	..	..
(8a & b)	4. Other derailments	..	..	720	Killed .	..	..	..	..
					Injured ..	..	1	..	1
	5. Accidents due to failures of engines or rolling stock.								
(9a & c to h).	(a) Faulty design or material .	3	2	1,181	Killed .	6	..	..	6
					Injured .	4	5	1	10
(9(b)(1 & 2).	(b) Faulty workmanship or operation by running staff.	..	..	*752	Killed .	..	..	..	..
					Injured .	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels etc.	..	..	62	Killed .	..	..	..	..
					Injured .	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings & embankments.	..	..	1	Killed .	..	..	..	..
					Injured .	..	..	..	..
(11)	7. Fires.								
	(a) In trains	1	..	171	Killed ..	..	..	..	..
					Injured .	6	1	..	7
	(b) At stations or involving injury to bridges or viaducts.	..	..	17	Killed .	..	..	..	..
					Injured .	..	..	..	..
(12)	8. Other accidents.								
(c)	(i) Train wrecking . . .	2	1	8	Killed .	13	1	..	14
					Injured .	46	3	..	49
(d)	(ii) Attempted train wrecking .	..	..	18	Killed .	..	..	..	..
					Injured .	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	1,147	Killed .	..	..	..	..
					Injured .	..	..	..	..
(e)	(iv) Trains running on the road traffic at level crossings.	4	1	10	Killed .	..	..	8	8
					Injured ..	4	..	7	11
(a, f & g)	(v) Miscellaneous . . .	..	..	133	Killed .	..	..	..	..
					Injured .	..	..	..	..
	Total .	21	4	4,418	Killed .	19	1	9	29
					Injured .	65	27	8	100

*Includes 230 Electric Multiple Units failures on Suburban Services.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Jodhpur.								Madras and Southern Mahratta.								Class of accidents.
Accidents reported to the Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 123, 124 and 125)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 131, 132 and 133.)	
119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135
..	..	..	Killed	..	..	..	..	2	..	2	Killed	..	1	..	1	1.
			Injured	..	..	..	..				Injured	10	2	..	12	
..	..	3	Killed	..	..	..	..	1	..	7	Killed	..	1	..	1	2.
			Injured	..	..	..	..				Injured	..	1	..	1	
4	..	4	Killed	..	..	..	..	3	..	3	Killed	..	..	..	..	3.
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1	Killed	..	..	..	..	4	..	363	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	11	..	11	
..	..	50	Killed	..	..	..	..	4	..	136	Killed	..	..	..	..	5. (c)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	29	Killed	..	..	..	..	..	..	96	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	26	Killed	..	..	..	..	6. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
11	..	11	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	5	..	60	Killed	..	..	..	..	7. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	32	..	38	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	18	..	18	Killed	..	..	..	..	8. (i)
			Injured	..	..	..	..				Injured	..	1	..	1	
1	..	1	Killed	..	..	..	..	97	..	97	Killed	..	..	..	..	(ii)
			Injured	3	..	..	3				Injured	..	..	..	..	
..	..	19	Killed	..	..	..	..	..	..	457	Killed	..	..	..	..	(iii)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1	Killed	..	..	..	..	13	..	14	Killed	..	..	3	3	(iv)
			Injured	..	..	..	..				Injured	..	..	11	11	
..	..	6	Killed	..	..	..	..	85	..	112	Killed	..	..	..	..	(v)
			Injured	..	..	..	..				Injured	..	3	1	4	
16	..	125	Killed	..	..	..	..	264	..	1,429	Killed	..	2	3	5	Total.
			Injured	3	..	..	3				Injured	10	18	12	40	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Mysore State. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other persons.	Total (Cols. 141, 142 and 143.)
	136	137	138	139	140	141	142	143	144
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(4—6)	2. Other collisions	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(7a & b)	3. Derailments of passenger trains	3	..	4	Killed	..	..	..	..
					Injured	..	1	..	1
(8a & b)	4. Other derailments	4	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock—								
(9a & c to h).	(a) Faulty design or material	4	..	82	Killed	..	..	..	..
					Injured	..	..	..	..
(9(b) (1 & 2).	(b) Faulty workmanship or operation by running staff.	..	..	35	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings & embankments.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires—								
	(a) In trains	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	11	..	14	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(c)	(i) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking	19	..	21	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	138	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(a f & g)	(v) Miscellaneous	1	..	10	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	42	..	310	Killed	..	..	..	..
					Injured	..	1	..	1

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Nizam's State.								North Western.								Class of accidents.
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 149, 140 and 151.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 157, 158 and 159.)	
145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161
..	..	..	Killed ..	..	..	..	..	3	..	3	Killed ..	..	..	..	..	1.
			Injured .	..	..	..	..				Injured ..	..	1	..	1	
..	..	..	Killed .	..	..	..	..	1	..	6	Killed ..	..	..	..	..	2.
			Injured .	..	..	..	..				Injured ..	..	19	..	19	
2	..	2	Killed .	..	..	..	..	29	..	33	Killed ..	..	..	..	..	3.
			Injured .	..	..	..	..				Injured ..	..	1	..	1	
..	..	21	Killed .	..	..	..	..	1	..	2,187	Killed ..	..	..	..	..	4.
			Injured .	..	..	..	..				Injured ..	..	3	1	4	
..	..	174	Killed .	..	..	..	..	2	..	82	Killed ..	..	..	..	..	5.
			Injured .	..	..	..	..				Injured ..	..	..	..	..	(*a*)
..	..	23	Killed .	..	..	..	..	..	..	*319	Killed ..	..	..	..	..	(*b*)
			Injured .	..	..	..	..				Injured ..	..	..	..	..	
..	..	..	Killed .	..	..	..	..	..	..	14	Killed ..	..	..	..	..	6.
			Injured .	..	..	..	..				Injured ..	..	..	..	..	(*a*)
4	..	4	Killed .	..	..	..	..	9	..	80	Killed ..	..	..	..	..	(*b*)
			Injured .	..	..	..	..				Injured ..	..	..	..	..	
1	..	6	Killed .	..	..	..	..	1	..	9	Killed ..	..	..	..	..	7.
			Injured .	..	..	..	..				Injured ..	..	..	..	..	(*a*)
1	..	2	Killed ..	..	..	..	..	1	..	8	Killed ..	..	..	..	..	(*b*)
			Injured .	..	..	..	..				Injured ..	..	..	..	..	
1	..	1	Killed .	..	..	..	..	7	3	7	Killed ..	4	2	..	6	8.
			Injured .	..	..	..	..				Injured ..	1	3	..	4	(*i*)
3	..	3	Killed .	..	..	..	..	7	1	*7	Killed ..	4	1	..	5	(*ii*)
			Injured .	..	..	..	..				Injured ..	1	..	..	1	
..	..	153	Killed .	..	..	..	..	..	..	546	Killed ..	..	..	..	..	(*iii*)
			Injured .	..	..	..	..				Injured ..	..	..	..	..	
5	..	5	Killed .	..	..	..	..	6	..	10	Killed ..	..	..	1	1	(*iv*)
			Injured .	..	..	..	..				Injured ..	..	..	2	2	
1	..	11	Killed .	..	..	..	..	4	..	15	Killed ..	..	5	1	6	(*v*)
			Injured .	..	..	..	..				Injured ..	..	6	..	6	
18	..	405	Killed .	..	..	..	..	71	4	3,326	Killed ..	8	8	2	18	Total.
			Injured .	..	..	..	..				Injured ..	2	33	3	38	

*Includes 2 failures of Steam Coaches and 3 with Diesel Rail Cars.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	ROHILKUND AND KUMAON. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other persons.	Total (Cols. 167, 168 and 169.)
	162	163	164	165	166	167	168	169	170
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	1	Killed	..	..	..	..
					Injured	..	3	..	3
(4—6)	2. Other collisions	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(7a & b)	3. Derailments of passenger trains ..	..	..	2	Killed	..	..	..	..
					Injured	..	3	..	3
(8a & b)	4. Other derailments	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock—								
9a & c to h)	(a) Faulty design or material ..	..	..	66	Killed	..	..	..	..
					Injured	..	5	..	5
(9 (b) (1 & 2).	(b) Faulty workmanship or operation by running staff.	..	..	15	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way—								
(10a & b)	(a) Failure of rails bridges, culverts, tunnels, etc.	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings and embankments.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires—								
	(a) In trains	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	..	..	11	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(c)	(i) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking ..	..	..	8	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	..	..	6	Killed	..	..	..	..
					Injured	..	..	..	..
(a, f & g)	(v) Miscellaneous	..	..	7	Killed	..	..	..	..
					Injured	..	..	..	..
	Total .	..	..	122	Killed	..	..	..	..
					Injured	..	11	..	11

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*

South Indian.								Total								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other persons.	Total. (Cols. 175, 176 and 177.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 183, 184 and 185.)	Class of accidents.
171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187
..	..	..	Killed	..	..	..	..	26	5	52	Killed	16	6	..	22	1.
			Injured	..	..	..	..				Injured	191	82	2	275	
1	..	1	Killed	..	..	..	..	11	..	307	Killed	4	7	4	15	2.
			Injured	..	..	..	..				Injured	1	67	..	68	
..	..	..	Killed	..	..	..	..	72	..	136	Killed	..	2	1	3	3.
			Injured	..	..	..	..				Injured	25	9	..	34	
7	..	7	Killed	..	..	..	..	18	..	7,081	Killed	..	..	..	..	4.
			Injured	..	1	..	1				Injured	..	22	1	23	
74	..	402	Killed	..	..	..	..	87	2	4,446	Killed	6	..	..	6	5. (a)
			Injured	..	..	..	..				Injured	4	12	1	17	
..	..	34	Killed	..	..	..	..	..	..	2,240	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
7	..	7	Killed	..	..	..	..	13	..	178	Killed	..	..	..	..	6. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
11	..	12	Killed	..	..	..	..	55	..	152	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	55	..	349	Killed	..	1	1	2	7. (a)
			Injured	..	..	..	..				Injured	10	4	..	14	
4	..	7	Killed	..	..	..	..	75	..	189	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	2	2	4	
4	..	4	Killed	..	1	..	1	64	7	74	Killed	43	12	..	55	8. (i)
			Injured	..	6	..	6				Injured	196	70	..	266	
38	..	38	Killed	..	..	..	..	338	1	491	Killed	4	1	..	5	(ii)
			Injured	..	..	..	..				Injured	4	..	..	4	
..	..	974	Killed	..	..	..	..	..	..	4,924	Killed	..	..	..	..	(iii)
			Injured	..	..	..	..				Injured	..	..	..	..	
10	..	10	Killed	..	..	2	2	51	1	101	Killed	..	..	18	18	(iv)
			Injured	..	..	2	2				Injured	8	..	43	51	
20	..	38	Killed	..	..	..	..	182	..	554	Killed	..	13	2	15	(v)
			Injured	..	1	..	1				Injured	4	18	9	31	
175	..	1,554	Killed	..	1	2	3	1,047	16	21,274	Killed	73	42	26	141	Total.
			Injured	..	8	2	10				Injured	443	286	58	787	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS II

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Barsi Light.			Bhavnagar State.			Darjeeling Himalayan.		
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired the Govt. Inspectors.	Total.
	188	189	190	191	192	193	194	195	196	197
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	..	..	..	..	1	..	2
(4—6)	2. Other collisions	..	..	..	..	..	..	..	..	3
(7*a* & *b*)	3. Derailments of passenger trains .	..	..	..	1	..	2	154	..	154
(8*a* & *b*)	4. Other derailments . . .	..	..	10	..	..	..	..	..	101
	5. Accidents due to failures of engines or rolling stock—									
(9*a* & *c* to *h*).	(*a*) Faulty design or material .	..	..	4	1	..	15	..	..	16
(9(*b*)1 & 2)	(*b*) Faulty workmanship or operation by running staff.	..	..	2	..	..	..	..	..	7
	6. Accidents due to failure of permanent-way—									
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	..	1	..	4	..	..	1
(10*c* & *d*)	(*b*) Flooding of P-way, slips in cuttings and embankments.	..	..	..	..	..	2	103	..	123
(11)	7. Fires—									
	(*a*) In trains	..	..	..	..	..	..	..	..	..
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..
(12)	8. Other accidents—									
(*c*)	(*i*) Train wrecking . . .	..	..	..	..	..	..	..	..	..
(*d*)	(*ii*) Attempted train wrecking .	..	..	15	5	..	8	..	..	..
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	23	..	..	32	..	..	3
(*e*)	(*iv*) Trains running into road traffic at level crossings.	..	..	..	..	..	..	..	..	2
(*a*, *f* & *g*)	(*v*) Miscellaneous . . .	..	..	..	..	..	5	..	..	13
	Total .	..	..	54	8	..	68	258	..	425

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Dibru Sadiya.			Gaekwar's Baroda State.			Gondal.			Jaipur State.			Jamnagar Dwarka			Class of accidents.
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	
198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213
..	..	1	..	..	2	..	..	..	..	..	..	..	..	..	1.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2.
..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	3.
..	..	..	..	..	80	..	..	16	..	..	15	2	..	34	4.
..	..	4	..	..	..	..	..	3	..	..	13	..	..	..	5. (a)
..	..	1	..	..	15	..	..	2	..	..	..	..	..	4	(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6. (a)
..	..	..	17	..	17	..	..	..	..	..	2	..	..	..	(b)
..	..	..	..	..	4	..	..	2	..	..	..	..	..	..	7. (a)
..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8. (i)
..	..	..	..	..	4	..	..	1	..	..	..	..	..	..	(ii)
..	..	2	..	..	37	..	..	18	..	..	15	..	..	26	(iii)
..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	(iv)
..	..	..	..	..	30	..	..	2	..	..	..	..	..	1	(v)
..	..	8	17	..	190	..	..	46	..	..	50	2	..	65	Total

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers railway

CLASS II

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Junagad State.			Morvi.			Shahdara (Delhi) Saharanpur Light.			Class of accidents.
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	
	214	215	216	217	218	219	220	221	222	223	224
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	..	..	..	..	..	..	..	1.
(4—6)	2. Other collisions	..	..	..	..	..	1	..	..	2	2.
(7*a* & *b*)	3. Derailments of passenger trains	..	..	..	..	..	..	..	..	..	3.
(8*a* & *b*)	4. Other derailments	..	..	2	..	..	15	..	..	11	4.
	5. Accidents due to failures of engines or rolling stock—										5.
(9*a* & *c* to *h*).	(*a*) Faulty design or material	..	..	3	..	..	12	..	..	7	(*a*)
9(*b*) (1 & 2)	(*b*) Faulty workmanship or operation by running staff.	..	..	1	..	..	1	..	..	..	(*b*)
	6. Accidents due to failure of permanent-way.—										6.
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	..	..	..	..	..	..	..	(*a*)
(10*c* & *d*)	(*b*) Flooding of P. way, slips in cuttings & embankments.	..	..	..	..	..	..	..	..	..	(*b*)
(11)	7. Fires—										7.
	(*a*) In trains	..	..	..	..	..	2	..	..	3	(*a*)
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	1	..	..	..	..	..	1	(*b*)
(12)	8. Other accidents—										8.
(*c*)	(*i*) Train wrecking	..	..	..	..	..	..	..	..	..	(*i*)
(*d*)	(*ii*) Attempted train wrecking	..	..	..	..	..	1	..	..	..	(*ii*)
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	13	..	..	13	..	..	4	(*iii*)
(*e*)	(*iv*) Trains running into road traffic at level crossings.	..	..	..	..	..	1	..	..	..	(*iv*)
(*a*, *f* & *g*)	(*v*) Miscellaneous	..	..	2	..	..	..	..	..	..	(*v*)
	Total	..	..	22	..	..	46	..	..	28	Total.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1942-43 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*								CLASS III RAILWAYS.								
TOTAL.								Total.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway servants.	Other Passengers.	Total (Cols. 229, 230 and 231).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other Persons.	Total (Cols. 237, 238 and 239).	Class of accident.
225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241
1	..	5	Killed	..	..	..	..	1	..	1	Killed	..	..	..	..	1.
			Injured	1	..	..	1				Injured	..	1	..	1	
..	..	6	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	2.
			Injured	..	..	..	..				Injured	..	..	..	..	
155	..	161	Killed	..	..	..	..	11	..	12	Killed	..	..	..	..	3.
			Injured	2	..	..	2				Injured	4	..	..	4	
2	..	284	Killed	..	..	..	..	..	1	82	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	77	Killed	..	..	..	..	5	..	45	Killed	..	..	..	..	5. (*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	33	Killed	..	..	..	..	..	..	75	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
																6.
1	..	5	Killed	..	..	..	..	..	..	5	Killed	..	..	..	..	(*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
120	..	141	Killed	..	..	..	..	2	..	6	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
																7.
..	..	11	Killed	..	..	..	..	..	..	1	Killed	..	..	..	..	(*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
																8.
..	..	..	Killed	..	..	..	..	..	..	12	Killed	..	..	..	..	(*i*)
			Injured	..	..	..	..				Injured	..	..	..	..	
5	..	29	Killed	..	..	..	..	9	..	15	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	186	Killed	..	..	13	13	..	..	50	Killed	..	..	..	..	(*iii*)
			Injured	..	..	14	14				Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	1	..	24	Killed	..	..	..	..	(*iv*)
			Injured	..	..	..	..				Injured	..	..	4	4	
..	..	53	Killed	..	..	..	..	..	..	50	Killed	..	..	..	..	(*v*)
			Injured	..	..	..	..				Injured	..	..	..	..	
285	..	1,002	Killed	..	..	13	13	29	1	378	Killed	..	..	..	..	
			Injured	3	..	14	17				Injured	4	1	4	9	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers railway

Reference to Classes of accidents appearing in the 1940-41 Report.	Class of accident.	Total all								
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Accidents enquired into by the Govt. Inspectors.		Total.		Nature of Injury.	Passengers.	
		1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.		*1941-42.*	1942-43.
242	243	244	245	246	247	248	249	250	251	252
(1—3)	1. Collisions in which passenger trains were concerned.	*14*	28	*5*	5	*36*	58	Killed	*13*	16
								Injured	*51*	192
(4—6)	2. Other collisions	*9*	11	*1*	..	*204*	313	Killed	..	4
								Injured	*8*	1
(7*a* & *b*)	3. Derailments of passenger trains	*153*	238	*5*	..	*221*	309	Killed	..	..
								Injured	*41*	31
(8*a* & *b*)	4. Other derailments	*51*	20	*2*	1	*6,691*	7,447	Killed	..	..
								Injured	..	..
	5. Accidents due to failures of engines or rolling stock.									
(9*a* & *c* to *h*).	(*a*) Faulty design or material	*92*	93	..	2	*4,303*	4,568	Killed	..	6
								Injured	..	4
(9(*b*) 1 & 2)	(*b*) Faulty workmanship or operation by running staff.	*6*	..	..	..	*1,973*	2,348	Killed	..	..
								Injured	..	..
	6. Accidents due to failure of permanent-way.									
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	*9*	14	..	..	*204*	188	Killed	..	..
								Injured	..	..
(10*c* & *d*)	(*b*) Flooding of P-way, slips in cuttings & embankments.	*146*	177	..	..	*471*	302	Killed	..	..
								Injured	..	..
(11)	7. Fires.									
	(*a*) In trains	*30*	55	..	..	*206*	361	Killed	*1*	..
								Injured	*9*	10
	(*b*) At stations or involving injury to bridges or viaducts.	*1*	75	..	..	*32*	193	Killed	..	..
								Injured	..	..
(12)	8. Other accidents.									
(*c*)	(*i*) Train wrecking	*6*	64	*1*	7	*7*	86	Killed	..	43
								Injured	*18*	196
(*d*)	(*ii*) Attempted train wrecking	*49*	352	..	1	*85*	535	Killed	..	4
								Injured	..	4
(*b*)	(*iii*) Trains running over cattle on the line.	*23*	..	..	..	*7,281*	5,160	Killed	..	..
								Injured	..	..
(*e*)	(*iv*) Trains running into road traffic at level crossings.	*52*	52	*1*	1	*121*	129	Killed	..	..
								Injured	*11*	8
(*a*, *f* & *g*)	(*v*) Miscellaneous	*86*	182	..	..	*446*	657	Killed	..	..
								Injured	*8*	4
	Total	*727*	1,361	*15*	17	*22,191*	22,654	Killed	*14*	73
								Injured	*146*	450

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1941-42 and 1942-43 on all railways open for traffic, ervants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway Servants.		Other Persons.		Total. (Cols. 251, 253 and 255).		Class of accident.
				(Cols. 252, 254 and 256.)		
1941-42.	1942-43.	*1941-42.*	1942-43.	*1941-42.*	1942-43.	
253	254	255	256	257	258	259
3	6	*3*	..	*19*	22	1.
27	83	*6*	2	*84*	277	
4	7	..	4	*4*	15	2.
50	67	*6*	..	*64*	68	
4	2	*1*	1	*5*	3	3.
13	9	*1*	..	*55*	40	
3	..	..	..	*3*	..	4.
16	22	*3*	1	*19*	23	
..	..	..	..	..	6	5. (*a*)
1	12	..	1	*1*	17	
..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	
..	..	*1*	..	*1*	..	6. (*a*)
..	..	..	..	..	..	
..	..	..	..	..	..	(*b*)
3	..	..	..	*3*	..	
..	1	..	1	*1*	2	7. (*a*)
..	4	..	..	*9*	14	
..	..	..	..	..	..	(*b*)
..	2	..	2	..	4	
2	12	..	..	*2*	55	8. (*i*)
1	70	..	..	*19*	266	
..	1	..	..	..	5	(*ii*)
..	..	..	..	..	4	
..	..	*5*	13	*5*	13	(*iii*)
..	..	*19*	14	*19*	14	
..	..	*16*	18	*16*	18	(*iv*)
3	..	*58*	47	*72*	55	
2	13	*2*	2	*4*	15	(*v*)
10	18	*16*	9	*34*	31	
18	42	*28*	39	*60*	154	Total.
124	287	*109*	76	*379*	813	

APPEN

Number of persons killed or injured during the year 1942-43 on all railways open for traffic, distinguishing movement of vehicles used exclusively.

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 261, 263 and 265.)	Injured. (Cols. 262, 264 and 266.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 269, 271 and 273.)	Injured. (Cols. 270, 272 and 274.)
260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276
1. Ascending or descending steps at stations.	..	4	..	14	..	1	..	19	..	..	..	..	..	..	..	..
2. Being struck, by barrows, by falling over packages, etc., on platform.	..	4	..	54	..	..	..	58	..	..	..	..	..	..	..	..
3. Falling off platforms	..	3	..	28	..	..	..	31	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	2	1,425	1	70	3	1,495	..	..	..	1	..	..	..	1
5. Moving or carrying goods at stations, etc.	..	..	..	664	1	18	1	682	..	..	..	2	..	..	..	2
6. Working at cranes or capstans.	..	..	..	161	..	15	..	176	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	11	..	598	1	21	1	630	..	..	..	1	..	..	..	1
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	1	337	..	6	1	343	..	..	..	..	..	..	..	..
9. Falling off, platforms ladders, scaffolds, etc.	..	3	6	238	8	19	14	260	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	13	3	544	..	10	3	567	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	4,366	..	..	..	4,366	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	..	..	..	3	..	..	..	3	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	5	1,868	1	41	6	1,909	..	..	..	2	..	..	..	2
14. Miscellaneous . . .	1	13	15	4,022	13	91	29	4,126	..	..	1	2	1	..	2	2
Total .	1	51	32	14,322	25	292	58	14,665	..	..	1	8	1	..	2	8

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		Class of accident.
Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 277, 279 and 281.)	Injured. (Cols. 278, 280 and 282.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 285, 287 and 289.)	Injured. (Cols. 286, 288 and 290.)	
277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293
..	..	..	..	..	..	..	..	..	4	..	14	..	1	..	19	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	4	..	54	..	..	..	58	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	..	3	..	28	..	..	..	31	3. Falling off platforms.
..	..	..	..	..	..	..	..	..	..	2	1,426	1	70	3	1,496	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	..	666	1	18	1	684	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	161	..	15	..	176	6. Working at cranes or capstans.
..	..	..	1	..	..	..	1	..	11	..	600	1	21	1	632	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	1	337	..	6	1	343	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	3	6	238	8	19	14	260	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	13	3	544	..	10	3	567	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	4,366	..	..	..	4,366	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	3	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	5	1,870	1	41	6	1,911	13. Working on the line or in sidings.
..	..	..	..	..	..	..	..	1	13	16	4,024	14	91	31	4,128	14. Miscellaneous.
..	..	..	1	..	..	..	1	1	51	33	14,331	26	292	60	14,674	Total.

...nts to railway servants on Class I Railways, classified in respect of primary causes, during the year 1942-43

[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
294	295	296	297	298	299	300	301	302	303	304	305	306
Bengal and Assam	12	37·5	91	60·6	20	62·5	55	36·7	..	..	4	2·66
Bengal and North-Western	3	60·0	4	25·0	2	40·0	12	75·0	..	..	..	..
Bengal-Nagpur	4	44·4	370	93·9	5	55·6	24	6·09	..	..	..	..
Bikaner State	2	100·0	3	100·0	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	13	61·9	336	98·8	8	38·1	4	1·17	..	..	..	..
East Indian	58	92·0	692	85·9	2	3·18	85	10·5	3	4·77	27	3·35
Great Indian Peninsula	46	100·0	2,384	100·0	..	..	..	..	..	..	..	..
Jodhpur	1	100·0	3	100·0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	9	90·0	319	84·4	1	10·0	59	15·6	..	..	..	..
Mysore State	..	..	1	25·0	..	..	2	50·0	..	..	..	..
Nizam's State	1	100·0	33	100·0	..	..	..	..	..	..	..	..
North Western	35	100·0	952	99·9	..	..	..	..	..	..	1	0·10
Rohilkund and Kumaon	1	100·0	5	100·0	..	..	..	..	..	..	..	..
South Indian	7	100·0	196	99·5	..	..	1	0·51	..	..	..	..
Total	192	82·4	5,389	95·1	38	16·3	242	4·29	3	1·29	32	0·56

DIX (*v*).

caused by the movement of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway System.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 295, 299, 303, 307 and 311).	Injured. (Cols. 297, 301, 305, 309 and 313.)	
307	308	309	310	311	312	313	314	315	316	317
..	..	..	..	..	..	..	..	32	150	Bengal and Assam.
..	..	..	..	..	..	..	..	5	16	Bengal and North-Western.
..	..	..	..	..	..	..	..	9	394	Bengal-Nagpur.
..	..	..	..	..	..	..	..	2	3	Bikaner State.
..	..	..	..	..	..	..	..	21	340	Bombay, Baroda and Central India.
..	..	..	..	..	..	2	0·25	63	806	East Indian.
..	..	..	..	..	..	..	..	46	2,384	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	3	Jodhpur.
..	..	..	..	..	..	..	..	10	378	Madras and Southern Maharatta.
..	..	..	..	..	..	1	25·0	..	4	Mysore State.
..	..	..	..	..	..	..	..	1	33	Nizam's State.
..	..	..	..	..	..	..	..	35	953	North-Western.
..	..	..	..	..	..	..	..	1	5	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	7	197	South Indian.
..	..	..	..	..	..	3	0·05	233	5,666	Total.

Number of accidents which occurred during the year 1942-43 in Railway Workshops

CLASS I

Number of accidents and number of persons killed or injured. 318	Particulars. 319	Bengal and Assam. 320	Bengal and North-Western. 321	Bengal Nagpur. 322	Bikaner State. 323	Bombay, Baroda and Central India. 324	East Indian. 325	Great Indian Peninsula. 326	Jodhpur. 327
(a) Total number of accidents	..	545	15	758	33	1,580	2,162	2,219	24
(b) *Affecting Railway Servants*									
1. Railway workshops	Killed	..	..	1	..	..	5	..	..
	Injured	527	15	724	33	1,354	2,157	2,219	24
2. New works, not opened for traffic.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..
3. Lines under construction	Killed	..	..	..	..	1	..	..	..
	Injured	..	..	..	..	225	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	8	..	..	..	..	..
Total (b)	Killed	..	..	1	..	1	5	..	..
	Injured	528	15	732	33	1,579	2,157	2,219	24
(c) *Affecting other persons.*									
1. Railway workshops	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	23	..	..	..	..	..
2. New works, not opened for traffic.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..
3. Lines under construction	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed	1	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..
Total (c)	Killed	1	..	..	..	..	..	..	..
	Injured	..	..	23	..	..	..	..	..
GRAND TOTAL (d)=(b+c)	Killed	1	..	1	..	1	5	..	..
	Injured	528	15	755	33	1,579	2,157	2,219	24

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

RAILWAYS.											
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.	Total Class II Railways.	Total Class III Railways.	Total all Railways (columns 334, 335 and 336).	No. of accidents and No. of persons killed or injured.	
328	329	330	331	332	333	334	335	336	337	338	
958	82	344	1,090	82	795	10,687	19	..	10,706	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	..	..	4	..	1	11	..	..	11	Killed	1
958	82	344	1,086	82	794	10,399	18	..	10,417	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	3
..	..	..	..	..	..	225	..	..	225	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	8	..	..	8	Injured	
..	..	..	4	..	1	12	..	..	12	Killed	Total (*b*).
958	82	344	1,086	82	794	10,633	18	..	10,651	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	1	..	1	Killed	1
..	..	..	..	..	..	23	..	..	23	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	1	..	2	Killed	Total (*c*).
..	..	..	..	..	..	23	..	..	23	Injured	
..	..	..	4	..	1	13	1	..	14	Killed	Grand Total (*d*).
958	82	344	1,086	82	794	10,656	18	..	10,674	Injured	

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Bengal and Assam	5′ 6″	293	100·0	1,136	99·5	0·35	8,771	63·1	36·8
	3′ 3¾″	411	97·6	2,105	91·3	5·46	10,291	67·2	1·83
	2′ 6″	9	*Nil*	55	*Nil*	*Nil*	27	*Nil*	*Nil*
Bengal and North-Western	3′ 3¾″	365	69·3	1,596	68·0	12·7	11,143	*Nil*	4·51
Bengal-Nagpur	5′ 6″	655	100·0	1,200	96·1	2·50	23,388	83·2	16.8
	2′ 6″	109	92·7	391	92·3	*Nil*	1,934	88·5	0·10
Bikaner State	3′ 3¾″	56	60·7	191	36·1	30·3	1,204	3·23	0·24
Bombay, Baroda and Central India.	5′ 6″	358	100·0	‡1,025	99·5	0·49	10,387	96·3	2·35
	3′ 3¾″	*382	100·0	§1,427	97·8	1·05	8,325	40·4	24·4
	2′ 6″	20	*Nil*	54	*Nil*	*Nil*	260	*Nil*	*Nil*
East Indian	5′ 6″	1,567	99·4	3,469	96·6	1·93	52,184	79·5	19·5
Great Indian Peninsula	5′ 6″	660	100·0	1,951	100·0	*Nil*	18,568	92·4	7·54
	2′ 6″	18	*Nil*	49	*Nil*	*Nil*	211	*Nil*	*Nil*
Jodhpur	3′ 3¾″	94	84·0	381	91·3	7·35	2,465	18·1	7·46
Madras and Southern Mahratta.	5′ 6″	302	99·3	851	98·1	2·35	6,305	90·1	9·88
	3′ 3¾″	288	72·9	875	95·1	4·80	6,042	2·81	37·6
Mysore†	3′ 3¾″	86	90.7	326	94·1	5·40	1,470	53·5	16·5
	2′ 6″	12	91.6	30	10·0	*Nil*	83	3·40	96·6
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	51	*Nil*	*Nil*
Nizam's State	5′ 6″	85	100·0	196	99·5	0·51	2,434	80·9	16·9
	3′ 3¾″	75	86·7	169	99·4	0·59	1,300	27·2	1·77
North Western	5′ 6″	1,175	99·3	3,452	100·0	*Nil*	29,920	94·2	5·80
	2′ 6″	100	*Nil*	352	92·0	*Nil*	899	78·6	0·78
Rohilkund and Kumaon	3′ 3¾″	82	78·0	216	58·8	22·7	2,654	1·13	1·06
South Indian	5′ 6″	153	100·0	465	97·8	2·15	2,537	80·4	18·8
	3′ 3¾″	335	100·0	1,308	95·6	3·75	5,263	5·30	4·71
Total		7,696	94·1	23,275	93·4	3·07	208,116	70·3	13·5
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	26	92·9	121	100·0	*Nil*	288	43·4	56·6
Bhavnagar State	3′ 3¾″	39	76·9	208	91·8	6·73	1,090	0·28	1·10
Darjeeling Himalayan	2′ 0″	35	5·71	128	*Nil*	*Nil*	532	*Nil*	*Nil*
Dibru Sadiya†	3′ 3¾″	32	81·2	65	86·2	13·8	1,231	29·4	65·4
Gaekwar's Baroda State	3′ 3¾″	24	95·8	169	100·0	*Nil*	285	22·8	4·56
	2′ 6″	44	*Nil*	315	*Nil*	*Nil*	1,233	*Nil*	*Nil*
Gondal	3′ 3¾″	28	100·0	144	95·2	4·83	663	0·15	2·42
Jaipur State	3′ 3¾″	18	100·0	120	100·0	*Nil*	381	59·0	*Nil*
Jamnagar and Dwarka	3′ 3¾″	16	75·0	78	70·5	20·5	660	97·1	*Nil*
Junagad State	3′ 3¾″	18	100·0	166	100·0	*Nil*	317	0·32	4·42
Morvi	3′ 3¾″	22	90·9	134	97·8	2·30	404	3·20	3·90
Shahdara (Delhi)-Saharanpur	2′ 6″	11	*Nil*	44	18·2	*Nil*	288	100·0	*Nil*
Total		313	64·2	1,692	68·2	2·90	7,372	23·4	14·1
GRAND TOTAL (CLASS I & II RAILWAYS).		8,009	92·9	24,967	91·7	3·06	215,488	68·7	13·5

‡ Includes 120 Suburban Carriages (Electric).

§ Includes 3 Sentinel Coaches.

* Excludes those on loan with B. & A. Railway and M. R. U. Bhatinda.

† As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 also.

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1943.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third Class.	Composites containing Intermediate Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
795	*Nil*	100·0	..	165	263	428	..	72·4	70·7	71·3	Bengal and Assam.
1,622	*Nil*	96·1	29	569	529	1,127	100·0	98·3	100·0	99·1	
55	*Nil*	41·8	..	..	..	..	..	..	..	..	
1,323	*Nil*	100·0	81	570	61	712	100·0	65·7	100·0	70·5	Bengal and North Western.
(c)992	*Nil*	92·3	53	362	239	654	100·0	97·8	100·2	98·8	Bengal-Nagpur.
(c)345	*Nil*	90·7	..	189	102	291	..	91·3	96 2	93·0	
(f)157	*Nil*	100·0	6	87	17	110	100·0	100·0	100·0	100·0	Bikaner State.
755	*Nil*	100·0	..	316	154	470	..	99·7	60·6	82·3	Bombay, Baroda and Central India.
1,169	*Nil*	100·0	..	548	271	819	..	89·1	100·0	92·4	
54	*Nil*	57·4	..	23	18	41	..	69·7	100·0	80·4	
(b)2,952	*Nil*	76·6	123	1,088	(d) 780	1,991	100·0	96·2	97·4	96·9	East Indian.
(a)1,253	*Nil*	100·0	1	396	322	719	100·0	79·5	75·6	77·7	Great Indian Peninsula
47	*Nil*	100·0	..	24	18	42	..	92·3	100·0	95·5	
339	*Nil*	98·8	13	93	128	234	100·0	100·0	100·0	100·0	Jodhpur.
610	*Nil*	96·4	..	198	288	486	..	90·4	98 3	94·9	Madras and Southern Mahratta.
739	*Nil*	96·9	..	226	367	603	..	100·0	99·2	99·5	
251	*Nil*	100·0	..	193	30	223	..	100·0	100 0	100·0	Mysore.
27	*Nil*	100·0	..	22	..	22	..	100·0	..	100 0	
5	*Nil*	100·0	..	3	..	3	..	100 0	..	100 0	
149	12·8	87·2	..	58	41	99	..	100·0	100·0	100·0	Nizam's State.
137	24·8	75·2	..	66	34	100	..	97·1	97·1	97·1	
2,557	*Nil*	100·0	25	¶926	823	1,774	100·0	100·0	100·0	100·0	North Western.
(e)292	*Nil*	91·4	8	170	45	223	100·0	100·0	100·0	100·0	
238	*Nil*	100·0	3	94	54	151	100·0	76·4	100·0	83·9	Rohilkund and Kumaon.
350	*Nil*	94·3	..	123	106	229	..	100·0	100·0	100·0	South Indian.
†1,186	*Nil*	95·3	..	490	299	789	..	92·5	76·9	85·9	
18,389	0·29	93·9	342	7,009	4,989	12,340	100 0	90·3	91·7	91·2	Total.
											CLASS II RAILWAYS.
110	*Nil*	100·0	..	39	13	52	..	88·6	68·4	82·5	Barsi Light.
143	*Nil*	100·0	..	81	14	95	..	100·0	100·0	100·0	Bhavnagar State.
107	5·60	91·2	..	..	..	..	..	..	..	..	Darjeeling Himalayan.
50	*Nil*	98·0	..	32	12	44	..	100·0	100·0	100·0	Dibru Sadiya.
166	*Nil*	100·0	..	94	58	152	..	100·0	100·0	100·0	Gaekwar's Baroda State.
312	*Nil*	85·3	..	178	108	286	..	97·8	100·0	98·6	
114	*Nil*	100·0	..	62	16	78	..	100·0	100·0	100·0	Gondal.
114	*Nil*	100·0	..	80	6	86	..	100·0	100·0	100·0	Jaipur State.
59	*Nil*	100·0	..	31	..	31	..	83·8	..	83·8	Jamnagar and Dwarka.
148	*Nil*	100·0	..	66	43	109	..	100·0	87·8	94·8	Junagad State.
104	*Nil*	100·0	..	46	22	68	..	100·0	88·0	95·8	Morvi.
47	*Nil*	100·0	3	10	15	28	100·0	43·5	100·0	68·3	Shahdara(Delhi)-Saharanpur.
1,474	0·41	95·9	3	719	307	1,029	100·0	85·1	90·6	86·7	Total.
198,63	0·30	94·1	345	7,728	5,296	13,369	100·0	89·8	91·7	90·8	GRAND TOTAL (CLASS I & II RAILWAYS.)

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 119 reserved cars and 70 non-passenger carrying vehicles.

(*b*) Includes 3 steam coaches but excludes 106 workmen's carriages.

(*c*) Difference with the total of figures in Columns No. 46 and 62 of statement No. 10-B against B. N. Railway represents 12 workman's carriage etc. on the Broad gauge and 23 on the Narrow gauge.

† Includes 48 trailer coaches (Electric).

(d) Includes 10 composite III and curd Vans.

¶ Includes 14 prison Vans.

(e) Includes 11 Railway service vehicles.

(*f*) Passenger carriages under or awaiting re-building have been excluded.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1942-43.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	5,48,643	5,99,745	44,125	11,92,513	344·9	0·07
Bengal and North Western	1,38,055	1,49,494	2,498	2,90,047	138·5	0·04
Bengal Nagpur	2,58,209	6,46,951	45,048	9,50,208	281·3	0·06
Bikaner State	66	9,502	536	10,104	11·4	0·01
Bombay, Baroda and Central India	5,90,800	8,12,303	30,769	14,33,872	425·5	0·09
East Indian	3,83,719	16,02,899	73,452	20,60,070	505·0	0·07
Great Indian Peninsula	9,94,985	5,78,927	37,411	16,11,323	452·1	0·06
Jodhpur	11,703	35,805	24,491	71,999	64·0	0·04
Madras and Southern Mahratta	2,30,027	4,17,363	90,186	7,37,576	250 9	0·05
Mysore State	12,397	48,394	*Nil*	60,791	82·3	0·03
Nizam's State	1,83,707	*	31,641	2,15,348	158·3	0·06
North Western	12,50,521	11,81,497	37,580	24,69 588	358·2	0·19
Rohilkund and Kumaon	14,884	67,316	848	83,048	145·7	0·05
South Indian	2,64,032	1,93,685	3,200	4,60,917	196·2	0·04
Total	48,81,748	63,43,871	4,21,785	11,647,404	316·6	0·07
Class II.						
Barsi Light	4,300	6,386	494	11,180	55·2	0·02
Bhavnagar State	13,093	12,509	*Nil*	25,602	93·4	0·04
Darjeeling Himalayan	2,422	*Nil*	*Nil*	2,422	16·5	0·03
Dibru Sadiya §	*Nil*	5,667	*Nil*	5,667	67·5	0·02
Gaekwar's Baroda State	*Nil*	12,571	11	12,582	17·1	0·01
Gondal	10,589	14,384	*Nil*	24,973	117·0	0·05
Jaipur State	9,387	254	20	9,661	39·3	0·03
Jamnagar & Dwarka	1,825	4,495	31	6,351	31·4	0·02
Junagad State	5,234	2,117	*Nil*	7,351	32·1	0·02
Morvi	(*a*)7,953	2,134	*Nil*	10,087	58·5	0·02
Shahdara (Delhi)-Saharanpur Light	*Nil*	6,432	2,426	8,858	95·8	0·04
Total	54,803	66,949	2,982	1,24,734	47·3	0·02
Class III Total	9,612	14,233	41	23,886	21·8	0·01
Grand Total	49,46,163	64,25,053	4,24,808	1,17,96,024	291·1	0·07

(*a*) Includes Rs. 1,481 payable by Dhrangadhra State direct to the Government from 1.4.42 to 31.3.43 during which it has been worked by the Morvi Railway.

* Included in column 2.

Note.—Cost of additional police employed for protection of railway property during war emergency included under Col. 2 above.

Railway.	Rs.	Railway.	Rs.
B. & A.	2,02,471		
B. N.	90,485	N. W.	6,64,962
B. B. & C. I.	2,10,455	S. I.	37,076

§ As the railway did not supply the information, the figures as in 1941-42 have been adopted.

APPENDIX G.

Errata showing in PART I.—Corrections in comparative statements (*i.e.*, statements in which two or more years' figures are published), and in

PART II.—Corrections in statements in which only one year's figures are published, and Corrections relating to earlier years *i.e.* the year 1940-41 or earlier.

PART I.

Please see corrected figures referred to as "revised figures" in footnotes on pages 7, 8, 13, 14, 15, 45, 47, 50, 56, 60, 100 to 106, 109, 111, 116, 118, 119, 136, 138, 140, 141, 142, 145, 146, 148, 158, 160, 217, 219, 231, 232, 236, 244, 246, 248, 250, 255, 257, 259, 260, 261, 263, 265, 266.

PART II.

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of— Page(s).	Number of— Summary / Statement / Appendix.	Column No.	Particulars. Figures as shown.	Particulars. Figures as should be.
1941-42	E. L.	1941-42	87	Statement 10 (c)	28	39	40
1941-42	Total number of accidents ..	1941-42	303	Appendix D (vi)	348	8,703	9,703
1940-41	M. and S. M 5' 6"	1940-41	136	Statement 22	6	245	252
and			137	Do.	15	18	25
1941-42			137	Do.	24	9·91	9·63
1940-41	Do. 3' 3-3/8" ..	1940-41	138	Do.	6	259	270
and			139	Do.	15	25	36
1941-42			139	Do.	24	8·39	8·04
1941-42	Descriptions printed at the head of cols. 325 and 326.	1941-42	301	Appendix D (v) total ..	325 326	killed (cols. 313, etc.) Injured (cols. 307, 311, 313 etc.)	killed (cols. 305, etc.) Injured (cols. 307, 311, 315 etc.)
1941-42	Item 4 of (c) Affecting other persons.	1941-42	303	Appendix D (vi)	348	killed nil Injured nil.	killed 1 Injured 2
1941-42	Gondal	1941-42	224	Statement 34	14	..	1
1941-42	Do.	1941-42	224	Do.	17	45	44
1941-42	Total	1941-42	224	Do.	14	204	205
1941-42	Do.	1941-42	224	Do.	17	106	105
1941-42	Brought forward	1941-42	225	Do.	17	..	3
1941-42	Howrah Sheakhla Lt. ..	1941-42	225	Do.	4	3	..
1941-42	Total	1941-42	225	Do.	4	6	3
1941-42	B. N.	1941-42	305	Appendix E	11	897	989
1941-42	Total	1941-42	305	Do.	11	18,400	18,492
1941-42	Total	1941-42	305	Do.	11	19,799	19,891
1941-42	Jaipur State	1941-42	75	Statement 8	14	Jaipur Sanganer (c	Jaipur Sanganer
1941-42	Do.	1941-42	75	Do.	12	Fatehpur-Bissan Section	Fatehpur Bissan Section (c).

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

ROYAL ASIATIC SOCIETY • LIBRARY • BOMBAY BRANCH OF THE

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1943-44

Volume I

PRINTED BY THE MANAGER OF PUBLICATIONS, DELHI

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

2701/1945

Main Statistics compared for six years

I.—*All Indian railways (Classes I, II and III).*

Items.	1938-39. (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
Gross earnings . . . (crores) Rs. .	107·15	111·50	126·36	144·69	*167·89	198·89
Total Working expenses . . (crores) Rs. .	71·18	72·20	73·19	80·33	86·52	113·86
Operating ratio . . . per cent. .	66·44	64·75	57·92	55·51	*51·53	57·28
Number of passengers originating (millions) .	530·62	529·67	575·72	623·16	*622·26	789·39
Passenger miles . . . (millions) .	18,742·79	18,522·05	19,928·62	22,020·11	*24,352·76	32,483·45
Earnings from carriage of passengers (crores) Rs.	30·73	30·47	34·14	39·69	48·80	67·11
Average earnings per passenger mile Pies .	3·15	3·16	3·29	3·46	*3·85	3·97
Freight tons originating . . (millions) .	88·36	92·18	92·78	97·00	*95·26	95·88
Freight ton miles . . . (millions) .	22,158·84	23,492·46	25,288·50	28,043·12	28,106·50	28,360·58
Earnings from carriage of goods (crores) Rs. .	68·57	72·56	81·48	89·63	97·21	102·82
Average earnings per freight ton mile Pies	5·98	5·93	6·19	6·14	6·64	6·96
Total train miles . . . (millions) .	197·04	198·84	200·90	205·45	*176·82	172·58
Gross earnings per train mile . Rs. .	5·40	5·64	6·33	7·10	*9·49	11·52
Working expenses per train mile Rs. .	3·58	3·65	3·66	3·93	*4·89	6·60
Net earnings per train mile . Rs. .	1·82	1·99	2·67	3·17	*4·60	4·92
Net earnings per mean mile worked Rs. .	8,619	9,427	12,746	[illegible]	[illegible]	20,741

*Revised figures.

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II.—*State-owned railway systems.*

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways).

Items.	1938-39 (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
Gross earnings . . . (crores) Rs. .	99·07	103·02	117·23	134·68	155·74	184·69
Total Working expenses . . (crores) Rs. .	66·38	67·22	68·13	75·12	80·57	107·06
Operating ratio . . . Per cent. .	67·00	65·25	58·12	55·78	51·73	57·98
Number of passengers originating (millions) .	477·97	477·13	519·65	563·70	556·89	706·11
Passenger miles . . . (millions) .	17,203·85	16,989·60	18,282·06	20,219·60	*22,256·10	29,698·15
Earnings from carriage of passengers (crores) Rs.	27·89	27·65	30·99	36·21	44·51	61·26
Average earnings per passenger mile Pies .	3·11	3·12	3·25	3·44	*3·84	3·96
Freight tons originating . . (millions) .	80·56	84·15	85·26	88·64	86·01	87·21
Freight ton miles . . . (millions) .	21,160·56	22,397·66	24,201·63	26,821·49	26,785·35	27,125·60
Earnings from carriage of goods (crores) Rs. .	63·95	67·55	76·26	6·01	90·64	96·07
Average earnings per freight ton mile Pies .	5·80	5·79	6·05	6·01	6·50	6·80
Total train miles . . . (millions) .	179·05	180·44	182·56	187·11	160·04	156·58
Gross earnings per train mile . Rs. .	5·51	5·71	6·42	7·20	9·73	11·79
Working expenses per train mile Rs. .	3·69	3·73	3·73	4·02	5·03	6·84
Net earnings per train mile . Rs. .	1·82	1·98	2·69	3·18	4·70	4·96
Net earnings per mean mile worked Rs. .	9,613	10,577	14,524	17,741	22,624	23,443

* Revised figures.

INTRODUCTORY NOTE

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals 1/16th of a rupee.

(*d*) One *pie* equals 1/12th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47) of Volume II of this Report.

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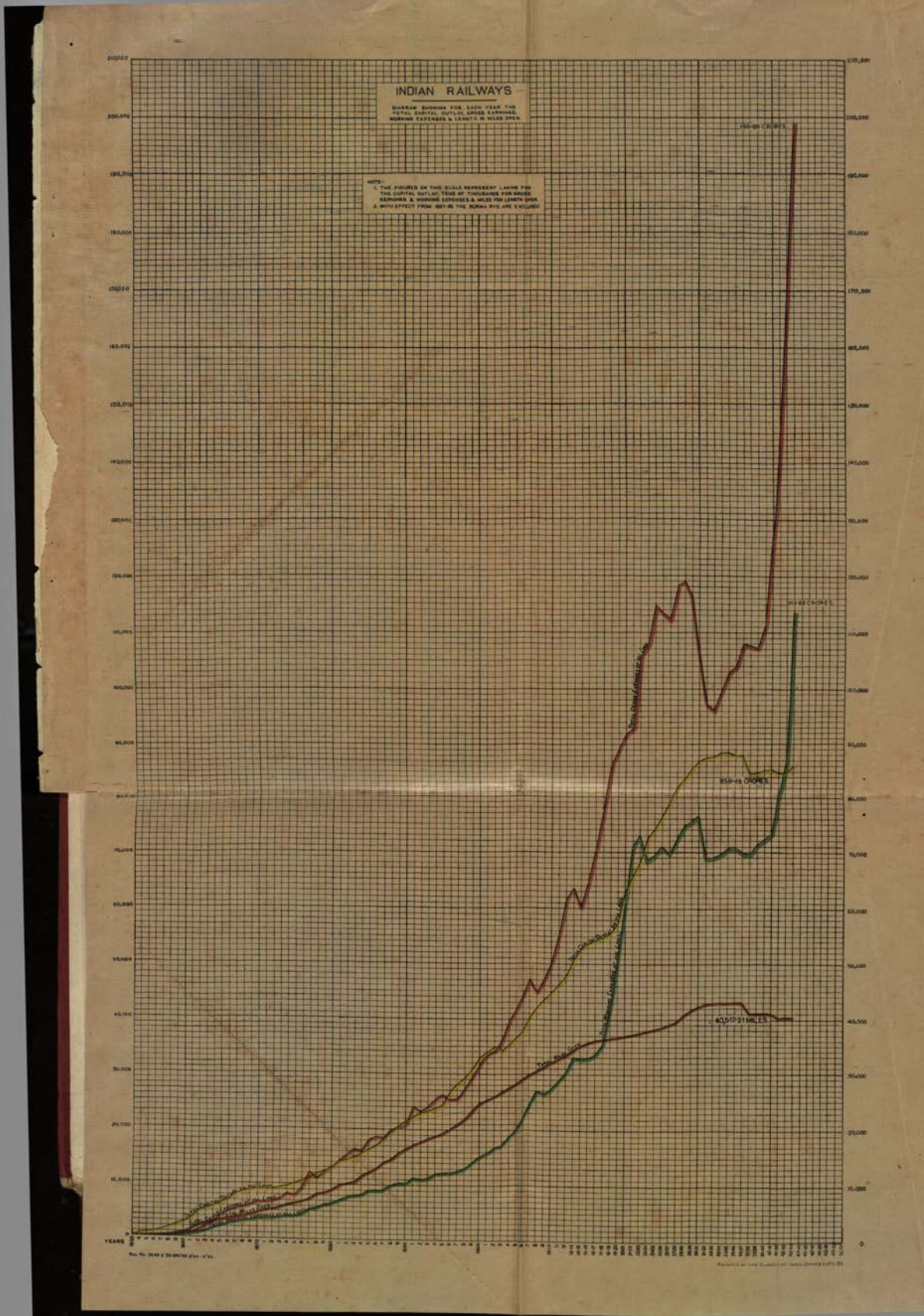
INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN
NOTE:-
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
2. WITH EFFECT FROM 1937-38 THE BURMA RYS. ARE EXCLUDED
YEARS
40,512-31 MILES.

CHAPTER I
GENERAL REVIEW

1. Monsoon conditions and agricultural results.—The monsoon of 1943 arrived somewhat earlier than usual and though generally weak at the outset, it gave, on the whole, well-distributed rain over the country. The rainfall was, however, deficient in Sind, Baluchistan and South-east Peninsula, particularly in the first two areas, but was locally heavy in July, causing floods in parts of South-west Bengal, Kathiawar and in Ajmer-Merwara. During the retreating period of monsoon, there was abundant rain in the Peninsula and central parts of the country during October, but the weather during the next two months was drier than usual.. Taking the year as a whole, the rainfall was generally within 20 per cent. of the normal except in Sind and Baluchistan where it was defective and in South-east Madras where it was in excess.

From the agricultural aspect, the season may, on the whole, be regarded as fairly good. The variations in the average yield of the main crops are as indicated below :—

Increases—

Rice 23 per cent. greater than the preceding season's crop.

Groundnut 16 per cent.
Sugarcane 12 per cent.
Cotton 8 per cent.
} better than in 1942-43.

Linseed. (1942-43 crop) about 14 per cent. above the yield of 1941-42.
Wheat. (1942-43 crop) 9 per cent. above the yield of 1941-42.

Decreases—

Jute.—23 per cent. less than the preceding season's crop mainly brought about by decreased sowings by 22 per cent. as compared with the preceding year.

Castor seed.—26 per cent. less than in 1942-43.

Sesamum.—0·4 per cent. less than in 1942-43.

Rape and Mustard. (1942-43 crop).
} about 2 per cent. less than in the preceding season.

2. Receipts.—With the continued stimulus provided by war conditions, railway earnings for the year 1943-44 soared still higher and established a new record. The gross traffic receipts of State-owned railways including worked lines amounted to Rs. 185·43 crores, as compared with Rs. 155·48 crores in the previous year, an increase of Rs. 29·95 crores. After meeting all charges including depreciation and interest on capital-at-charge, the year's working resulted in a gain of Rs. 50·84 crores. Out of this surplus Rs. 37·64 crores were placed to the credit of the general revenues of the Central Government and the residue *viz.*, Rs. 13·20 crores was transferred to the Railway Reserve Fund.

A comparison of the results of all Indian Railways with 1942-43 shows that the total traffic handled was greater during 1943-44, both under 'passenger' and 'goods'. The total earnings were substantially greater under both the heads, due chiefly to traffic travelling over longer distances, increased military traffic and a further shift of the centre of gravity towards higher rated goods traffic. These large increases have occurred in spite of the reduced passenger services, the publicity campaign against unnecessary travel and a deliberate curtailment of non-essential goods traffic. The actual figures of the units referred to above, compare with the previous year as follows :—

Items.		1942-43.	1942-44.	Percentage variation.
Number of passengers carried (millions)		622·3	789·3	+26·8
Passenger miles (millions)		*24,353	32,483	+33·4
Earnings from passengers (crores)	Rs.	48·80	67·11	+37·5
Average rate charged per passenger per mile	Pies	*3·85	3·97	+ 3·12
Average miles a passenger was carried	Miles	*39·1	41·2	+ 5·37
Freight tons carried (millions)		95·3	95·9	+ 0·63
Net ton miles (millions)		28,107	28,361	+ 0·90
Earnings from goods carried (crores)	Rs.	97·21	102·82	+ 5·77
Average rate charged per ton per mile	Pies	6·64	6·96	+ 4·82
Average miles a ton of goods was carried	Miles	295·1	295·8	+ 0·24

*Revised figures.

3. Railways and the Legislature.—Out of a total number of 2,418 questions asked in both the Houses during the year, 440 or 18 per cent. were answered by the Railway Department.

In addition to these questions a resolution on the subject of Manufacture of Broad Gauge Locomotives was also discussed and adopted.

4. Railway Budget.—The Railway Budget for 1944-45, after the usual scrutiny by the Standing Finance Committee for Railways, was presented to both the Houses of the Legislature on the 16th

February 1944. The general discussion thereon took place in the Legislative Assembly on the 21st and in the Council of State on the 23rd February. The voting on demands for grants occupied three days from the 24th to the 26th February.

During the general discussion on the budget, many subjects came under review, the principal one being the proposal for the enhancement of passenger fares by 25 per cent. The more important of the other subjects discussed were the policy regarding the supply of food grains at cheap prices to railwaymen, the transport facilities for distribution of food stuffs, the amenities for lower class travellers, the curtailment of passenger services, the overcrowding in trains, the shortage of lights in carriages and other discomforts of travel, the abolition of the lower gazetted service, the extension of provident fund benefits to lower categories of railwaymen, the development of the locomotive and other railway industries in India, the railways' contribution to general revenues and the additional appropriation to the Depreciation Reserve Fund to provide for extra wear and tear during the war.

A cut of Rupees 10 crores from the demand under the head "Appropriation to Reserve" was moved to oppose the proposal for the enhancement of passenger fares and was adopted. There were eight motions for token cuts; one was ruled out of order, four were negatived and three were adopted. Those which were negatived were intended to discuss the policy and working of the Railway Board, the financial position of railways with special reference to post-war developments, the representation of scheduled castes in railway services and the grant of more dearness allowance to railway workers. The motions that were adopted related to the extension of the provident fund benefits to all railway employees, the policy of granting extensions of service to superannuated personnel and the curtailment of passenger trains.

5. Standing Finance Committee for Railways.—The Committee met twelve times during the year. They scrutinised the proposals for the Capital and Revenue expenditure to be incurred during 1944-45 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. Matters relating to the provision of railway grainshops and the abolition of the Lower Gazetted Service were discussed in great detail in more than one meeting. In addition, the following important subjects were discussed and approved by the Committee :—

(*i*) Rail developments to increase line capacity including doubling projects in the East of India and on the East Indian and Bengal Nagpur Railways.

(*ii*) Purchase of the Dhond-Baramati and Jacobabad-Kashmor Railways and the premature termination of the contracts of the Madras & Southern Mahratta and South Indian Railways.

(*iii*) Advance purchase of sleepers and timber required for railways during 1944 before obtaining the administrative approval of the competent authority to the works concerned.

(*iv*) Advance allotment for general purposes stores sanctioned in excess of 60% limit.

(*v*) Use of lease-lend motor vehicles by running road services to relieve congestion on railways.

6. Acquisition of Company Railways by State.

6·1 Purchase of Guzerat, Dhond Baramati—and Jacobabad-Kashmor Railways.—According to the Government's decision mentioned in the last year's report, the contract of the Guzerat Railways terminated on 31-3-1944. During the current year Government also decided to buy, with effect from 1-10-1944, Dhond Baramati Railway, a rebate-aided narrow gauge line, 27½ miles in length, worked by the Great Indian Peninsula Railway, and with effect from 1-4-1945, Jacobabad-Kashmor Railway, another rebate-aided narrow gauge line, 76½ miles in length, in Upper Sind worked by the North Western Railway.

6·2 Termination of the Madras & Southern Mahratta and South Indian Railway Companies' Contracts.—These railways, which are State-owned, were being managed by the companies under contracts with the Secretary of State terminable on the 31st December 1945. These contracts were terminated prematurely and it was decided to bring them under State-management on the 1st April, 1944.

7. Central Advisory Council for Railways.—Three meetings of the Central Advisory Council for Railways were held during the year. The following subjects were discussed :—

(*i*) Nomination of members of the Central Advisory Council for Railways to the Local Advisory Committees.

(*ii*) Dismantlement of branch lines for war purposes.

(*iii*) Over-crowding in trains and transport position in the country with particular reference to railways.

8. Local Railway Advisory Committees.—Meetings of the Local Advisory Committees continued as usual during the year under review and members were kept informed of matters affecting the public and the various problems confronting Railways. 70 meetings were held during the year as compared with 68 during the previous year; these were well-attended and their recommendations were given effect to as far as was possible.

Among the important subjects discussed at these meetings, the following may be mentioned :—

1. Bribery and corruption among railway staff;
2. Proposed cancellation of the break of journey facilities;
3. Reservation of berths;
4. Luggage restrictions;

5. Curtailment of train services and overcrowding ;
6. Thefts of fittings from railway carriages ;
7. Shortage of small change ;
8. Catering contracts ;
9. Ticketless travel ;
10. Delay in settlement of claims ;
11. Amenities to travelling public—provision of fans in Intermediate and III class carriages ; and
12. Supply of wagons.

9. Railway Rates Advisory Committee.—Khwaja Sir Mohamed Noor, C.B.E., continued as President. The year witnessed the death of Diwan Bahadur P. C. Bose, who was the Railway Member and Secretary of the Committee from the 1st December 1936. The Government have decided to keep the post of Railway Member and Secretary unfilled for the present.

10. Railways and the War.—The progressive expansion of India as a major base for operations against Japan during the year under review resulted in greatly increased demands for movements by rail, both military and civil. The strain on railways increased to an extent that taxed all their resources, and the creation of the South-East Asia Command resulted in it being necessary to plan for even heavier rail movements in the future. It was necessary to take in hand projects for increasing the capacity of certain lines and to make arrangements to utilise indigenous productive capacity for rolling stock to the utmost. To meet the growing military demands it was also necessary to make arrangements with the United Kingdom and the United States of America to supply locomotives and wagons in appreciable numbers.

The increased demand for coal by all consumers made it essential to consider all possible steps to increase production, and until the schemes undertaken in this connection could be completed, it was necessary to introduce every possible measure to effect fuel economy.

The intensification of all forms of railway working made it essential to have more supervision, especially in officers' grades, and efforts were accordingly made to obtain the release of officers from the armed forces and other departments of Government. About one hundred railway officers were released for civil employment on their parent railways from the armed forces and ten from civil departments. This, however, still left approximately 150 railway officers on deputation. The offer of American supervision for a portion of the metre gauge section of the Bengal and Assam Railway was gratefully accepted and was of considerable assistance in carrying the heavy load over the section. On the whole, there was some deterioration in meeting civilian needs for rail transport as it was unavoidable that, with capacity overtaxed, military needs should get priority.

11. Damages caused to the Railways by Floods and Cyclones.—Damages were caused by floods and cyclones with resultant interruptions to traffic on almost all the important railway lines in India, during the year under review.

Owing to heavy rains during the varying periods in July, August and September, severe damages to tracks, bridges and buildings were caused to the Railways in the Central and Western India, while cyclones during late July and early August did material damage to the Coastal lines of the Bengal Nagpur Railway. The South Indian and Madras and South Mahratta Railways were also seriously affected by cyclones which visited South India first in May and then in October. The total cost of the damages to Railway property amounted to over Rs. 3 lakhs on the South Indian Railway ; on the Madras and Southern Mahratta Railway, a goods train ran into a breach, in May, resulting in considerable damage to rolling stock and a cloud burst which occurred in July caused a passenger train to capsize resulting in the loss of 22 lives. The less severely affected Railways were only the Bengal and Assam, Great Indian Peninsula, Oudh and Tirhut, H. E. H. the Nizam's State and the Mysore State Railways.

The most serious occurrence of all was the disastrous floods of the Damodar River which, on the 17th of July, burst its protective bund and having elected to revert to one of its age-old courses, breached both the Main and the Howrah-Burdwan Chord lines of the East Indian Railway, thereby severing the vital connections and the trunk routes from the rest of India to Calcutta. Traffic had, therefore, to be diverted over the remaining single line sections and foreign railways and over ill-equipped routes, in order to maintain the flow of foodgrains from the Punjab and other distant provinces into Bengal and the movement of essential war supplies to Assam, through the Bengal and Assam Railway, this dislocation of communication having occurred at a time when the Bengal Famine and the situation in Assam required the movement of food products and war materials more intensively than ever before. The situation was managed in a very skilful manner with the prompt aid and co-operation of not only the contiguous railways but also by the able guidance of the War Transport, Supply and other Departments concerned, of the Government of India. Side by side, the work of restoration was also carried out with a force of about 6,000 men working day and night under the supervision of a band of Engineers and Inspectors. The traffic over the Main line was resumed on 8th October after building up a series of pile bridges and over the Howrah-Burdwan Chord on 15th November, by providing temporary girder bridges. The restoration of the track to its permanent condition and the construction of additional water-ways also followed immediately and was completed by the 15th of May, 1944. The transportation of the materials required for this work entailed the use of approximately 25,000 wagons and the tax on the already overburdened resources of the railway in the matter of extra trains, power and staff was phenomenal.

In addition to this, the East Indian Railway also suffered from floods on the Grand Chord at several places in Gomoh area in July, on the Dehra Dun and Rikhikesh branches in August and near Benares in September.

12. Air Raid Precautions on Railways.—*General.*—During the year under review, Railway Administrations found no difficulty in getting the necessary number of volunteers for Air Raid Precautions work from among the railway staff. All Air Raid Precautions Services were fully manned by trained personnel. All demands for Air Raid Precaution equipment, particularly those required by the fire-fighting services were fully met. During air raids on Calcutta and other places in the forward areas, the Railway Air Raid Precautions Services stood the test well and it was realised that the excellent morale of the railwaymen was in no small measure due to the confidence they had in the Air Raid Precautions Services.

With the concurrence of the General Head Quarters (India) and the Defence Department, lighting restrictions were relaxed at a number of important railway stations, marshalling yards, etc. in the threatened area in order to facilitate quick handling of goods wagons in the yards, and of parcels and ticket checking on station platforms under certain conditions stipulated by the Army and the Defence Department.

Revision of policy.—At the beginning of winter 1943, on an appreciation of the war situation given by the General Staff, the Defence Department decided that, in view of the improved general war situation and the almost complete disappearance of the menace from the air in the WEST, full Air Raid Precautions/Civil Defence measures need be retained only in certain portions of the country. These portions, known as the RED AREA were confined mainly to the eastern part of the country. Railways maintained full Air Raid Precautions measures throughout the Red Area.

In the Red Areas there are certain obviously attractive targets and these are known as BLACK SPOTS. At these places and at all important railway workshops, Railways continued to take intensive Air Raid Precautions measures as advised from time to time by the Labour and Defence Departments.

Besides the above, Railways in the Non-Red Area have retained their fire fighting, casualty and rescue services in certain important coastal areas.

13. Creation of additional posts.—The progress of the war gave rise to a great many new problems and abnormal activities which necessitated special organizations and the creation of a number of additional posts. In the first place, the personnel on the Railway Board had to be strengthened by an additional Member's post held in abeyance since 1932 and other posts in connection with post-war reconstruction and the increased responsibilities of the Railway Department as a whole. A Controller of Imported Railway Stores was also appointed to canalise procurement and co-ordinate arrangements for shipping. Planning Officers in connection with operational movements had also to be appointed. On Railways the expanding grain shop organization necessitated the creation of a number of posts for this purpose and the installation of wireless communication called for other special officers.

14. Post War Reconstruction.—It was on the 17th of February 1944 when H. E. the Viceroy in his address to the Legislature said :—

> "Our great aim must be to plan for economic and social development so as to raise our standards of living and general welfare. We must lift the poor man of India from poverty to security; from ill-health to vigour; from ignorance to understanding, and our rate of progress must no longer be at bullock-cart standard, but at least at the pace of the handy and serviceable jeep."

In order to implement the above aim, post-war planning is being done in all departments of the Government of India and by the various Provincial Governments. Until these development plans mature, it is not possible for the Railway Department to estimate even approximately the extent of the improvements, extensions and general development which would be needed on railways to keep pace with other post-war schemes.

But railways cannot wait either, and a rough plan for post-war reconstruction has been made out on a basis, sufficiently practical, and yet elastic enough to be suitably enlarged to keep pace with the materialisation of the other post-war schemes planned by Government. It provides for an expenditure of about Rs. 319 crores in the first seven years of the post-war period, divided somewhat as follows :—

Post-war years.	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	Total in crores.
A—Rehabilitation	10	15	20	20	20	20	20	125
Improvements (1) Operatives	1	4	8	8	8	8	8	45
B—Improvements (2) Staff Welfare	8	5	8	8	8	8	8	45
C—Third class amenities	1	4	8	8	8	8	8	45
D—Construction of new lines	1	5	10	10	10	10	10	56
Total in crores	16	33	54	54	54	54	54	319

15. Inglis-Appleton Mission and its Report.—At the request of the Government of India, Mr. R. J. M. Inglis and Col. J. A. Appleton, railway experts, respectively of Great Britain and the United States of America came out to report to Government on the operating efficiency generally of Indian Railways and to place the benefit of their advice and experience at the disposal of the Railway Administrations. The Mission were to advise and help the Local Officers as far as they could, the main objective being to secure the results as quickly as possible. During their stay of just over three months, they travelled some 10,000 miles over the Broad Gauge railways and a portion of the Metre Gauge section. They also visited the docks of Calcutta and Bombay and the ports of Madras and Vizagapatam.

The Inglis-Appleton Mission completed its tour on the 26th January 1944. They had consultations with General Managers, Principal Officers and Divisional and District Officers of several Railway Administrations. Action on some of the suggestions made by them was taken by Administrations immediately. The Mission subsequently submitted their report in which they recorded that increased supervision by experienced staff was definitely required if the largely increased traffic was to be moved quickly and suggested the return to the Railways of Officers and Supervisory Staff from the Army and other services.

They stated that extra power and rolling stock were urgently needed, and agreed with the request of the Railway Board for additional engines, wagons and components for wagons in the 1944 and 1945 programmes and stressed the necessity for an acceleration in delivery from the United Kingdom and United States of America. They also considered an improvement in and additions to control circuits, telephone, telegraph and teletype communications—very necessary.

Other recommendations covered measures to accelerate speed by amendment of restrictive rules, by full utilisation of the tractive effort of engines, by acceleration of schedules, and by the elimination of waste time at meeting points ; remodelling of some engine shed layouts and the provision of cranes for coaling to improve turn round ; the more general use of water softening plants to reduce the lay off time of engines ; increased water and coal capacity on engine tenders ; the establishment of schools for the training of control staff ; increased facilities for traffic operation by construction of additional passing loops to shorten the distance between block stations, lengthening of existing loops to accommodate longer trains, and the conversion of dead end to double end passing sidings ; reduction in the number of train inspections and elimination of overlapping inspections. All these matters have been under active consideration of railways and steps have been taken to implement the Mission's recommendations to maximum possible extent.

CHAPTER II

FINANCIAL RESULTS

A.—*Railway Convention Committee.*

16. Railway convention committee.—This Committee was appointed by the Legislative Assembly to consider matters arising out of clause (*iv*) of the convention resolution of 1943 which appears as appendix 'A.' The Committee in their interim report recommended two enquiries in connection with the Railway Depreciation Fund ; (*i*) an immediate one as to what additional appropriation, if any, should be made to the Depreciation Fund during the war as an emergency provision; and (*ii*) a comprehensive enquiry, as early as possible into the lives of the assets, including obsolescence, and the consequent normal rate of contribution to the Depreciation Fund, and any other matters, such as the level of prices affecting the Fund. As a result of the former enquiry which was undertaken during 1943-44 the Committee decided that an additional appropriation of Rs. 2 crores a year should be made to the Depreciation Fund in the current year and also in the budgetary year and that this additional appropriation should continue so long as the present war conditions continued, while the arrears of contribution of Rs. 6 crores for the previous three years should be spread over three years if the general budgetary position permitted. This decision was implemented in the budget for the year 1944-45.

The Committee also recommended that, until the convention is revised, the present rate of contribution to the Depreciation Fund should not be reduced. The committees observed that heavy expenditure on account of accumulated arrears of maintenance, may, in view of the possibility of reduced receipts in future years, have to be met out of Railway Reserve. In order to place railways on a sound financial footing, the Committee further recommended that in allocating the surplus on commercial lines between the railway reserve and general revenues, as provided in clause (*iv*) of the convention resolution until a new convention is adopted by the Assembly, the appropriation to the railway reserve should be the maximum consistent with a fair allocation to general revenues as determined from year to year by the general budgetary situation arising out of the present emergency.

B.—*Financial Results of State Railways (including worked lines).*

17. Financial results of working.—The gross receipts of railways were Rs. 185·43 crores in 1943-44 against Rs. 155·48 crores in 1942-43, an increase of Rs. 29·95 crores. The increase was both under goods and coaching.

The ordinary working expenses amounted to Rs. 90·10 crores against Rs. 68·98 crores in the previous year, or Rs. 21·12 crores more. The amount set apart from revenue for depreciation was Rs. 16·87 crores against Rs. 12·58 crores in 1942-43 or Rs. 4·29 crores more. The operating ratio, that is, the ratio of working expenses (excluding suspense, but including appropriation to the depreciation reserve fund) to gross earnings was 57·96 per cent. against 51·59 per cent. in the previous year.

Miscellaneous transactions during 1943-44 resulted in a net receipt of Rs. 2·78 crores against Rs. 1·89 crores in 1942-43. Payments to worked lines as their share of earnings amounted to Rs. 1·87 crores against Rs. 2·70 crores in the previous year, or Rs. 83 lakhs less.

The net revenue was Rs. 79.37 crores against Rs. 73.11 crores in 1942-43 or Rs. 6.26 crores more.

The interest charges amounted to Rs. 28.53 crores against Rs. 28.04 crores in 1942-43. The increase is due mainly to certain debentures having been redeemed during the year, resulting in payment of additional interest for six months. The rate of interest, however, fell from 4·09 per cent. to 3·92 per cent.

Against the surplus of Rs. 45·07 crores in 1942-43 the surplus in 1943-44 was Rs. 50·84 crores. The surplus on commercial lines amounted to Rs.52·80 crores, 75% of which amounting to Rs. 39·60 crores was payable to General Revenues. The actual payment, however, amounted to Rs. 37·64 crores after recovering the loss on strategic lines, viz., Rs 1·96 crores, in terms of clause (iii) of the the Convention Resolution of 1943 printed at Appendix A to this Volume. The balance of the net surplus of Rs. 50·84 crores, viz., Rs. 13·20 crores, was transferred to the Railway Reserve Fund.

The appropriation to the depreciation reserve fund was Rs. 16·87 crores and the amount withdrawn for renewals was Rs. 6·65 crores resulting in a net accretion of Rs. 10·22 crores to the fund. The balance at the credit of the fund at the end of the year was Rs. 92·30 crores.

The total works expenditure during the year under review amounted to Rs. 15·01 crores, of which Rs. 8·36 crores were under capital and Rs. 6·65 crores from the depreciation reserve fund. Of the capital expenditure Rs. 8·37 crores related to open lines and *minus* Rs. 1 lakh to new constructions. The *minus* figure under "New Construction" was due mainly to credit received from the civil department for the sale value of land of Qadian Beas Section of the Batala Beas Railway, abandoned on the North Western Railway. These figures do not take into account Rs. 35 lakhs on account of discharge of debentures of Bengal Nagpur and South Indian Railways.

18. Net traffic receipts, interest charges and surplus.—The statement below compares the surplus and the percentages of net traffic receipts and interest charges to the capital-at-charge for the five years ending with 1943-44.

(In lakhs of rupees.)

Year.	Net traffic receipts.	Percentage of net traffic receipts to capital-at-charge.	Interest charges.	Percentage of interest charges to capital-at-charge	Surplus.
1939-40	32,80	4·3	29,11	3·8	4,33
1940-41	46,29	6·1	28,68	3·8	18,46
1941-42	55,62	7·4	28,44	3·8	28,08
1942-43	71,22	9·1	28,04	3·6	45,07
1943-44	**76,59**	**9·8**	**28,53**	**3·7**	**50,84**

19. Traffic Receipts.—During the year under review, there was an increase over last year under all the heads of traffic receipts as shown below :—

(Crores of rupees.)

	1942-43.	1943-44.
Passenger earnings	44·68	61·59
Other coaching earnings	15·84	21·57
Goods earnings	91·86	98·32
Sundry earnings	4·08	3·99
Suspense	—·98	—·04
Total	155·48	185·43
Less—		
Earnings of worked lines	5·28	3·89
Net traffic receipts of State-owned lines	150·20	181·54

The total increase including the earnings of worked lines was Rs. 29·95 crores, Rs. 16·91 crores under passenger traffic, Rs. 5·73 crores under other coaching traffic and Rs. 6·46 crores under goods traffic. The net increase in the traffic receipts of State-owned lines was Rs. 31·34 crores.

The increase under passenger earnings was under all classes. The figures for Class I Railway are given below :—

(In lakhs of rupees.)

	1942-43.	1943-44.
First class	2,17	3,11
Second class	3,59	5,78
Intermediate class	2,64	3,96
Third class	38,52	51,79
Total	46,92	64,66

The details of traffic earnings of individual railways are given in statements No. 3 and 6, pages 40-41 and 48-50 of Volume II of this report.

20. Working expenses.—The working expenses of each railway are detailed in statements No. 3 and 7, pages 40-41 and 52-61of Volume II of this report.

21. Losses and gains.—The statement below compares the net gain or loss on each railway with the previous year. For the purpose of calculating the gain or loss, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which is taken into account in the Companies' own accounts.

(In lakhs of rupees.)

Year.	B. & A.	B.,B. & C. I.	E.I.	G.I.P.	N.W. (Commercial.)	N.W. (Strategic.)	O. & T.	B.N.	M. & S.M.	S.I.
1942-43	—98	6,92	8,76	11,21	8,92	—1,62	65	2,65	3,66	2,06
1943-44	28	6,08	7,00	13,30	11,91	—2,10	3,05	1,30	4,14	2,87

Note.—Minus figures indicate losses.

22. Effect of War on earnings and working expenses.—The progressive demands on the country's resources of man-power and materials for war purposes and the consequent expansion of industrial and business activity contributed to a continuous increase in rail traffic. Both civilian and military passenger travel and the movement of goods to meet civilian and military needs continued on a larger scale than in the previous year. There was also greater diversion of traffic from other transport agencies to the railway owing to petrol shortage and lack of shipping accommodation as well as heavier movements of food stuffs than last year from surplus to deficit areas. All these, combined with one day's additional earnings due to 1944 being a leap year, had the effect of increasing earnings, in spite of the restrictions imposed on the movement of various commodities and the interruption of movement due to breaches of the line at certain places by floods. The earnings of the year under review were Rs. 30 crores more than those of the previous year and stood at Rs. 185½ crores, the highest figure ever reached.

The working expenses also increased from Rs. 69 crores in 1942-43 to Rs. 90·10 crores in the year under review. The increase was mainly due to additional staff employed, extension of the scope and increase in the rates of dearness allowance to staff, increased repairs and increase in the quantity and cost of stores consumed, increase in the cost of coal, enhanced rates allowed to handling contractors and loss on account of the sale of wheat and a variety of other commodities to railway staff at concession rates from railway grain shops.

23. Analysis of Financial results of working.—An analysis of the financial results of the working of the railways owned by the State is given in the following statement for 1942-43 and 1943-44: —

(Figures in thousands of rupees.)

Railways.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payments to worked lines.	Net Receipts.	Percentage of Net Receipts on capital at charge.	Charge against Net Revenue Receipts. Payments on account of share of Surplus Profits.	Charge against Net Revenue Receipts. Interest charges.	Gain.	Loss.
State Lines Managed by State.												
B. & A.—												
1942-43	78,89,84	..	78,89,84	11,35,38	9,32,11	15,64	1,87,63	2·4	31	2,85,39	..	98,07
1943-44	80,84,52	3,00	80,81,52	18,17,25	14,86,03	16,67	3,14,55	3·9	66	2,85,58	28,31	..
B. B. & C. I.—												
1942-43	75,12,50	1,27,97	73,84,53	18,27,22	8,36,16	20,35	9,70,71	12·9	(a) 16,46	2,61,89	6,92,36	..
1943-44	75,02,75	1,27,97	73,74,78	19,29,58	10,07,23	29,14	8,83,21	11·8	(a) 11,01	2,63,89	6,08,31	..
E. I.—												
1942-43	1,49,59,24	..	1,49,59,24	29,39,89	15,01,12	..	14,38,77	9·6	..	5,62,63	8,76,14	..
1943-44	1,51,33,08	..	1,51,33,08	33,16,02	20,22,66	..	12,93,36	8·6	..	5,93,76	6,99,60	..
G. I. P.—												
1942-43	1,12,86,24	..	1,12,86,24	27,58,35	12,05,69	43,88	15,08,78	13·4	..	3,87,68	11,21,10	..
1943-44	1,13,86,35	..	1,13,86,35	33,40,04	15,73,13	43,39	17,33,53	15·1	..	3,93,10	13,40,43	..
N. W*.—												
1942-43	1,46,77,87	..	1,46,77,87	27,61,23	14,57,73	36,74	12,66,76	8·6	..	5,37,26	7,29,50	..
1943-44	1,46,93,99	..	1,46,93,99	32,84,53	17,29,95	43,91	15,10,67	10·3	..	5,29,60	9,81,07	..
O. & T.—												
1942-43	27,65,31	..	27,65,31	5,22,64	2,52,20	1,18,41	1,52,03	5·5	4,12	83,04	64,87	..
1943-44	29,25,95	..	29,25,95	6,29,88	3,12,72	..	3,17,16	10·8	..	1,12,39	2,04,77	..
State Lines Managed by Companies, etc.												
B. N.—												
1942-43	79,03,26	4,05,02	74,98,24	14,87,93	8,98,20	1,16	5,88,57	7·4	21,62	3,02,42	2,64,53	..
1943-44	80,01,51	3,90,55	76,10,96	16,92,23	12,39,51	1,46	4,51,26	5·6	20,74	3,00,80	1,29,72	..
M. & S. M.—												
1942-43	53,25,70	6,59,33	46,66,37	11,88,72	5,78,43	15,09	5,95,20	11·2	16,93	2,12,13	3,66,14	..
1943-44	53,86,32	6,59,33	47,26,99	13,97,38	7,82,33	19,72	6,45,33	12·0	21,31	2,09,36	4,14,16	..
S. I.—												
1942-43	45,47,92	2,50,73	42,97,19	8,64,13	4,51,82	23,57	3,88,74	8·5	24,70	1,57,93	2,06,11	..
1943-44	45,81,17	2,20,47	43,60,70	10,47,14	5,49,38	24,48	4,73,28	10·0	33,70	1,52,65	2,86,93	..
Other Railways—												
1942-43	3,84,08	—14,57	3,98,65	62,05	41,78	1,11	19,16	5·0	..	13,18	5,98	..
1943-44	3,77,70	—27,42	4,05,12	88,56	43,99	..	44,57	11·8	..	11,68	32,89	..
Interest on Dep. and Reserve Fund Balances—												
1942-43	..	..	..	3,02,86	..	..	3,02,86	..	..	..	3,02,86	..
1943-44	..	..	..	4,05,21	..	..	4,05,21	..	..	..	4,05,21	..
Net Misc. Receipts and Charges not attributable to any one railway—												
1942-43	..	..	..	..	..	..	..	..	..	..	..	24,79
1943-44	..	..	..	..	..	..	..	..	..	..	..	37,70
Total Central—												
1942-43	7,72,51,96	14,28,48	7,58,23,48	1,58,50,40	81,55,24	2,75,95	74,19,21	9·6	84,14	28,03,55	45,06,73	..
1943-44	7,80,78,34	13,73,90	7,66,99,44	1,89,47,82	1,06,96,92	1,88,77	80,62,13	10·3	87,42	28,53,31	50,83,70	..
Provincial Railways—												
1942-43	..	..	..	(b) 1,42	..	..	1,42	..	..	..	1,42	..
1943-44	..	..	..	..	..	..	..	..	..	..	..	..
*N. W. (Comml.)—												
1942-43	1,13,09,20	..	1,13,09,20	25,50,86	12,07,78	36,74	13,06,34	11·5	..	4,14,61	8,91,73	..
1943-44	1,14,28,50	..	1,14,28,50	30,50,14	14,03,92	43,91	16,02,31	14·0	..	4,11,41	11,90,90	..
N. W.—												
Non-Comml.(Strategic)												
1942-43	33,68,67	..	33,68,67	2,10,37	2,49,95	..	—39,58	—1·1	..	1,22,65	..	1,62,23
1943-44	32,65,49	..	32,65,49	2,34,39	3,26,03	..	—91,64	—2·81	..	1,18,19	..	2,09,83

	1942-43	1943-44
(a) Includes payments to Jaipur Durbar	16,46	9,55

(b) Represents figures on account of Subsidized Companies.

C.—General results of working of all Indian Railways.

24. Analysis of earnings.—The total earnings of all Railways, including those in which the Government of India have no financial interest, amounted to Rs. 198·80 crores of which Rs. 102·82 crores or 51·7 per cent. were from goods traffic, Rs. 67·11 crores or 33·8 per cent. from passenger traffic and Rs. 28·87 crores or 14·5 percent from parcels, luggage and other miscellaneous sources of revenue.

24·1. Passenger earnings.—In comparison with 1942-43, passenger earnings on all Indian Railways increased by Rs. 18·31 crores to Rs. 67·11 crores, an increase of 37·5 per cent., the number of passengers carried increased by about 167 millions—an increase of about 26·8 per cent. and passenger miles by 8,131 millions, an increase of about 33·4 per cent. Some of the striking variations in passenger traffic on individual railways are indicated below :—

(Figures in lakhs.)

Railway.	Variations as compared with 1942-43.	
	Passengers carried.	Earnings.
	No.	Rs.
Bombay Baroda & Central India	+291	+168
Great Indian Peninsula	+235	+387
North Western	+275	+257
Bengal and Assam	+109	+265
East Indian	+142	+176

Detailed figures of the number of passengers carried, passenger miles and earnings therefrom are given in Summary X, Statements No. 12 and 36, pages 12-13, 92-99 and 227-233 respectively of volume II of this report.

24·2. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 561 lakhs or 5·77 per. cent as compared with 1942-43. The tonnage of goods carried increased by 6 lakhs of tons or about 0·65 per cent. and each ton was carried an average of approximately 296 miles instead of 295 miles last year with the result that the net ton miles registered an increase of 254 millions or 0·94 per cent. over last year.

The increased earnings were mainly derived from military traffic, wheat, railway materials and stores on revenue account, gram and pulses, firewood, fruits and vegetables fresh, cotton manufactured, kerosine oil in tins, provisions, livestock and other grains while decreases were substantial in jute manufactured, cotton rawpressed, cement, wood unwrought, tobacco, iron and steel, marble and stone, salt and oil-seeds.

The heaviest increase in goods traffic was registered on Bengal and Assam Railway where the tonnage carried on the system increased by 2·48 millions, an increase of 32·2 per cent. ton miles by 503·5 millions (56·5%) and earnings from goods carried by Rs. 2·32 crores or 45·7 per cent.

Detailed goods statistics will be found in Summary X, Statements No. 13, 29 and 36, pages 12-13, 100-111, 161-176 and 227-233 respectively of Volume II of this report.

CHAPTER III

NEW CONSTRUCTION AND ENGINEERING WORKS

25. Capital Expenditure.—At the end of March 1944, the total capital-at-charge on all railways, including those under construction, amounted to Rs. 858·49 crores, of which Rs. 780·73 crores was capital-at-charge on State-owned railways inclusive of premia paid in the purchase of Companies lines. The remainder Rs. 77·76* crores, represented capital raised by Indian States Companies and District Boards.

The capital-at-charge of State-owned railways is composed as follows :—

	£
Liability and debt incurred in purchase of railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Fund	—29,284,941
Net amount outstanding	120,821,689†
	(In thousands of rupees).
Direct expenditure by Government	6,19,63,91
The above sterling figure converted into rupees	1,61,09,43 †
GRAND TOTAL	7,80,73,34

By far the greater portion of this amount, namely, Rs. 7,66,99,44,000 is Government capital and only 1-56th or Rs. 13,73,90,000 is owned by Companies, etc. These figures include Rs. 32,65,49,000 on account of capital expenditure to the end of March 1944, on strategic lines.

The total capital outlay on all railways during 1943-44 was Rs. 8·71 crores, of which Rs. 8·36 crores related to State-owned railways.

The distribution of the capital outlay in 1943-44 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs).

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling Stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	89	11	1,00	..	1,00
Bombay, Baroda and Central India	47	—56	—9	..	—9
Bengal and Assam	1,77	15	1,92	..	1,92
East Indian	1,72	1	1,73	..	1,73
Great Indian Peninsula	1,02	—1	1,01	..	1,01
Madras and Southern Mahratta	61	..	61	..	61
North Western	2	14	16	—1	15
South Indian	37	—1	36	..	36
Oudh and Tirhut	1,61	..	1,61	..	1,61
Other Indian railways	6	..	6	..	6
TOTAL	8,54	—17	8,37	—1	8,36

* Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

† £2,575,000 and £2,000,000 representing share capital of the Great Indian Peninsula and Bombay, Baroda and Central India Railways respectively paid off during 1925-26 and 1941-42 respectively have been converted at the appropriate average rate of exchange for those years and the balance of £116,246,689 at the rate of 1s. 6d. to the rupee.

26. Mileage of Lines opened or sanctioned in 1943-44.—No new lines were sanctioned for construction during the year. The Dankuni link between H. B. Chord and C. C. Railway 1·11 miles long (5′ 6″ gauge) on the East Indian Railway, was opened to traffic on the 6th March, 1944.

27. Surveys and Lines under construction during 1943-44.—No new surveys and no new constructions were undertaken during the year. The construction of the two sections Mudkhed-Adilabad (to be constructed by H. E. H. the Nizam's State Railway) and Fatehpur-Bissau (to be constructed by the Jaipur State Railway) which was reported in previous years to have been suspended, remained suspended.

28. Lines closed during 1943-44.—During the year under review Shaistaganj-Habiganj Branch of the Bengal and Assam Railway was dismantled to meet further demands of track for military works. It was selected having regard to commercial value and the availability of alternative means of communication in the area.

The Cinnamara-Titabar Section of the Jorhat Provincial Railway was also dismantled during the year under review.

Concurrence of the Provincial Governments concerned was obtained in each case.

29. Engineering Works.—The following is a list of some of the important works carried out or sanctioned during the year with a view to augmenting the line capacity, improving the operational facilities, providing additional housing accommodation for staff, strengthening bridges, etc.

29-1. Open Line Improvements.

	Amount. Rs.
Bengal and Assam Railway.	
Line capacity works	2,42,45,000
Bengal-Nagpur Railway.	
Provision of seven crossing stations on the Bombay Main Line between Bilaspur and Nagpur	4,81,270
Doubling the line between Bankura and Midnapur	1,00,80,000
East Indian Railway.	
Remodelling of Rampur Station and Yard—1st stage	2,83,676
Quadrupling of track from Saktigarh to Sitarampur including Ondal Terminal facilities	1,42,98,022
Improvement of facilities for through goods trains and for servicing goods engines for extended runs—Gaya Station	7,98,100
Additions and alterations in the Loco Yard, Lucknow	3,90,202
Direct link between H.B. Chord, mile 6-5/8 and C. C. Rly.	3,82,867
Provision of new crossing stations between Amethi and Gauriganj and between Chaukhandi and Kapsethi stations and conversion of Swansa flag station into a crossing station	4,22,344
Great Indian Peninsula Railway.	
Remodelling of Nasik, Manmad and Chalisgaon stations on the Bhusaval-Igatpuri Section	4,76,500
North Western Railway.	
Additional yard facilities and a new station building at Drigh Road	2,13,398
Realigning of the railway from Rohri to mile 312/20 between Sangi and Pano Akil stations	64,00,517
Realignment North of Barrage Canals, of the line between Sukkur and Habibkot	38,85,501
Oudh and Tirhut Railway.	
Permanent diversion round breaches between Narayanpur and Pasraha stations, after the floods of 1942	3,09,000
South Indian Railway.	
Remodelling of Olavakkot Junction.	7,09,100

29-2. Important works sanctioned.

Bengal and Assam Railway.	
Recovery of stone boulders from Jackson's spur, Right Guide Bank at Hardinge Bridge	1,39,893
Scheme for the disposal of sewage of Kanchrapara Workshops and Halishahar Stores	1,32,841
Scheme for 750 K.W. Bulk Electric Supply from Naihati to Kanchrapara	1,29,381
Bombay, Baroda and Central India Railway.	
Providing double tank type hot water washout plant together with settling tank at Abu Road and Bandikui	2,30,052
Great Indian Peninsula Railway.	
Arrangements for obtaining water supply for Loco purposes from the Pench River at Iklehra	1,11,638
North-Western Railway.	
Providing 104 units staff quarters for the superior shed staff at Rohri	4,42,000
Military Works—	
Provision of railway sidings, etc., to serve various Military projects	42,62,000

29-3. Bridge Strengthening and Protection Programme.

Bengal and Assam Railway.	
Rebuilding of Bhulkadoba Bridge	8,02,189
Rebuilding of Beki River Bridge	3,62,877
Madras and Southern Mahratta Railway.	
Rebuilding of Swarnamukhi Bridge on the North East Line	3,98,000
Rebuilding of Pambaleru Bridge on the North East Line	3,10,000
Relining Tunnel No. 7 at mile 47/7-11, Mormugao Frontier Section	2,84,317
Reconstruction of Bridge No. 275 at mile 85/15-18 on North East Line between Gudur and Manubolu	1,60,000
Reconstruction of Laterite Bridges on the W.I.P. Railway (M. & S. M. Railway)	4,46,000
South Indian Railway.	
Construction of a middle pier in 120-ft. span of bridge No. 2139 at mile Q.445/2-3 on the Shencottah Quilon Section	1,44,309

30. Wireless communications on Railways.—During the year under review the question of providing railways with wireless networks as supplements to line communications, particularly in times of emergencies, received further consideration. A report on this subject drawn up by a G.H.Q. (India) Signals Officer was available and with this as a basis the Railway Board decided to develop the scheme and action was taken for the provision of the necessary equipment, and for the training of operating and cipher staff and maintenance personnel.

Equipment.—Four types of wireless sets were contemplated for use on railways :—

(*a*) for communication between the Railway Board and the headquarters of the principal railway administrations, and also for intercommunication between the headquarters of the principal railway administrations. This type would have a range of approximately 1,200 miles.

(*b*) for communication between railway headquarters and railway divisional or district headquarters, important junctions and engine changing stations. This type would have a range of about 700 miles.

(*c*) for communications between adjacent train control centres, main junctions and engine changing stations. This type would have a range of about 250 miles and would form the back bone of wireless communication on railways. These sets would form a chain of communication along the main railway routes.

(*d*) for line clear work in the event of damage to land lines and when land lines are congested or for urgent traffic. These sets would have a range of about 25 miles and would be mobile so that they could be easily conveyed to the sites where needed.

Firm orders have been placed for one half of the requirements of railways as proposed in the Report. All the types of sets ordered are fitted with R/T and C.W. facilities, but for the present it is intended that wireless telegraphy only will be used. All messages during war time will be sent in cipher but certain categories of plain langauge messages are permitted to be sent in type (*d*).

Deliveries of the above types of equipment have started and railways have received already their full quota of (*d*) type sets and some railways part of the quota of (*c*) type sets.

Personnel.—

A certain number of senior subordinates have already been trained as cipher instructors by G.H.Q. (India) and they in turn have trained the necessary number of cipher staff on their respective railways.

Railways took advantage of the Government of India Labour Department Technical Training Scheme and had some of their line telegraphists trained as wireless operators at various centres in the country. In addition the Military authorities trained a number of railwaymen as wireless operators at Army signal centres.

General.—

Wireless links on certain railways have already started working—the South Indian Railway Administration were the first railway to set up wireless stations and send messages by wireless on their own system

CHAPTER IV
TRANSPORTATION

A.—*Operating.*

31. Volume of traffic handled.—Increased military traffic, the continued shortage of sea transport, famine conditions in Bengal and Malabar, the increase in production of war material and greater industrial activity increased the demands on rail transport well above the level of the previous year. In spite of certain operating handicaps referred to in the succeeding paragraphs, the volume of traffic handled, both passenger and goods, during the year 1943-44 was greater than in 1942-43 and very greatly in excess of the pre-war figures. On Class I railways the increase in passenger miles—the best unit for measuring the passenger traffic handled—was 33·7 per cent. and that in ton miles—the best unit for measuring the freight traffic handled—was 1·18 per cent. as compared with the preceding year. It should be mentioned that these increases do not include the large volume of traffic moved by military special trains.

The following statement shows the amount of traffic handled and the increases recorded over the preceding year and over the pre-war year (1938-39).

(Figures in thousands.)

Particulars.	Class I Railways.				
	1938-39.* (Pre-war).	1942-43.	1943-44.	Percentage increase (+) or decrease (—) as compared with	
				1938-39.	1942-43.
Passenger miles	18,072,018	§23,509,772	31,434,458	73·9	33·7
Net ton miles†	21,462,533	27,412,625	27,735,841	29·2	1·18

* Includes Bikaner State Railway for comparative purposes. §Revised. † Excludes departmental.

32. Train miles.—The number of train miles run to carry the traffic referred to above was as follows :—

(Figures in thousands.)

Particulars.	1938-39.* (Pre-war).	1942-43.	1943-44.	Percentage variation with	
				1938-39.	1942-43.
Passenger (including proportion of mixed) train miles†	111,503	82,885	80,167	—28·1	—3·28
Goods (including proportion of mixed) train miles‡	69,172	75,759	74,320	+7·44	—1·90

* Includes Bikaner State Railway for comparative purposes.

†IMPORTANT.—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes mileage of electric locomotive and electric multiple unit trains as well as military specials but excludes departmental.

‡Includes mileage of electric locomotive trains but excludes departmental.

As referred to in paragraph *infra* passenger train services were further curtailed and passenger train miles were reduced in comparison with the previous year by 3·28 per cent. With this reduced train service the railways handled 33·7 per cent. more passenger miles than in 1942-43 by running heavier and fuller trains. The various steps taken to minimise the effect of curtailment in passenger train services are detailed in Chapter VIII, paragraph 91.

Similarly the slight increase in "Net Ton Miles" (1·18%) was handled despite a reduction of 1·90 per cent. in goods train mileage mainly by increasing the average load per wagon.

Detailed figures of train miles of Class I Railways are given in Statements No. 17 and 32, pages 120—121, and 219—222, and those of Classes II and III Railways in Statement No. 37, pages 234—238 of Volumes II of this Report.

In the paragraphs below the results of passenger and goods train services on Class I Railways are reviewed by gauges :—

33. Passenger Trains.—

(Figures in thousands.)

Particulars.	Class I Railways.					
	Broad Gauge.			Metre Gauge.		
	1942-43.	1943-44.	Percentage variation with 1942-43.	1942-43.	1943-44.	Percentage variation with 1942-43.
Passenger miles	§16,963,079	22,658,887	+33·6	§6,271,103	8,447,579	+34·7
Coaching vehicle miles (including proportion of mixed)	§918,338	937,430	+2·08	§396,255	395,546	—0·18
Passenger train miles*(including proportion of mixed)	57,589	56,187	—2·52	23,242	22,106	—4·89

*IMPORTANT.—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes mileage of electric locomotives and electric multiple unit suburban trains, as well as military specials but excludes departmental. § Revised.

On the broad gauge railways despite a 33·58 per cent. increase in passenger miles, coaching vehicle miles increased by 2·08 per cent. only, whilst passenger train miles decreased by 2·52 per cent. Similarly on the metre gauge railways passenger miles increased by 34·7 per cent., whilst coaching vehicle miles decreased by 0·18 per cent. and passenger train miles by 4·89 per cent.

Despite the extensive propaganda undertaken to discourage travel, there was considerable overcrowding.

33·1. Reduction in passenger train services.—During the year, some further reduction in passenger train services became necessary from time to time in order to conserve line capacity required for the movement of essential traffic, both military and civil. Some temporary reductions in passenger train services were also made owing to difficulty in maintaining the supply of coal to certain railways.

33·2. Punctuality of passenger trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all Class I Railways during 1943-44 as compared with 1942-43 :—

	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
BROAD GAUGE.					
1942-43	65·0	45·0	64·3	66·0 80·8*	54·4
1943-44	65·0	52·2	63·3	63·8 79·1*	53·9
METRE GAUGE.					
1942-43	69·2	46·5	72·9	87·8 79·3†	64·7
1943-44	72·3	46·1	72·7	89·7 88·4†	69·8

* Bombay, Baroda & Central India and Great Indian Peninsula Railways electric multiple unit trains.
† South Indian Railway's electric multiple unit trains.

There was a slight improvement on the metre gauge in the over-all figure due to more punctual running of suburban trains. A welcome improvement was also noticeable in the running of mail and important through trains on the broad gauge though the over-all figure remained the same as last year due to slight deterioration in the running of trains under other categories. Difficulty in accommodating passengers whose number showed a phenomenal increase, heavy parcels traffic, flood damages and the interference of special trains with regular service, continued to have an adverse effect on the punctual running of passenger trains.

34. Goods trains.—

(Figures in thousands).

Particulars.		Class I Railways.				
		1938-39.* (Pre-war).	1942-43.	1943-44.	Percentage variation with 1938-39.	Percentage variation with 1942-43.
Goods (including proportion of mixed) ton miles†	B. G.	18,283,959	23,799,399	23,820,158	+30·3	+0·09
	M. G.	3,092,002	3,508,266	3,810,661	+23·2	+8·62
Wagon miles (including proportion of mixed)	B. G.	2,117,936	2,277,104	2,168,815	+2·40	—4·76
	M. G.	663,822	690,291	717,787	+8·13	+3·98
Goods train miles (including proportion of mixed)	B. G.	48,018	53,165	50,944	+6·09	—4·18
	M. G.	19,400	20,715	21,591	+11·3	+4·22

*Includes Bikaner State Railway for comparative purposes. †Excludes Departmental.

On the broad gauge railways, goods ton miles increased by 0·09 per cent. in comparison with the previous year but the wagon miles dropped by 4·76 per cent. and the goods train miles by 4·18 per cent. On the metre gauge railways the goods ton miles increased by 8·62 per cent. in comparison with the previous year, the wagon miles increased by 3·98 per cent. and train miles by 4·22 per cent. Since the broad gauge carried nearly 86 per cent. of the total goods traffic, the heavier train loads on that gauge were of material value to the total effort.

34·1. Goods train speeds.—The average speed of goods trains (steam) which was 10·4 miles per hour both on the broad and metre gauges in 1942-43 showed a further drop this year i. e., 10·0 miles on the broad gauge and 10·3 miles on the metre gauge. The decrease in speed was mainly brought about by the heavy strain thrown on line capacity on some of the more important through routes and also by the necessity of giving precedence to an increasing number of military special trains over ordinary goods trains.

34.2. Goods train loads.—The handling of the increased volume of traffic with decreased train mileage referred to in paragraph 32 was achieved by substantial improvement in the net or freight loads of goods wagons and trains. On the broad gauge railways the average net or freight load per goods train (steam) increased from 448 tons in 1942-43 to 467 tons in 1943-44 and on the metre gauge railways from 169 tons in 1942-43 to 176 tons in 1943-44. The following railways achieved marked improvements in the average net load per train, as indicated below :—

Average net or freight weight per train.

Broad Gauge.	Great Indian Peninsula.	Bengal & Assam.	East Indian.
1942-43	415	239	529
1943-44	442	326	587

Metre Gauge.	Bengal & Assam.	Bikaner State.	South Indian.
1942-43	110	108	191
1943-44	156	133	210

The details of goods train speeds, loads of wagons and trains are given in statements No. 20,43 and 24, pages 134 and 140 to 143 of Volume II of this report.

35. Stock usage.—Reduction in the number of engines utilised for passenger train services which yield the highest usage figure and increase in the number of engines for shunting which yield a very low usage figure reacted adversely on the performance figures of engines, such as, "Engine miles per day per engine", etc. All the railways made special efforts to use locomotive power more intensively and improve usage of wagons. In the following sub-paragraphs the stock usage results of Class I Railways during the year are briefly reviewed.

35.1. Engine usage.—Measured in terms of engine miles per day per engine on line (i.e. inclusive of time occupied under repairs etc.) the daily mileage showed a slight drop from 79 to 77 on the broad gauge and from 73 to 72 on the metre gauge when compared with the preceding year. The percentage of engines under or awaiting repairs in Mechanical and Transportation Workshops was improved on the broad gauge from 16·4 per cent. in 1942-43 to 16·2 per cent. in 1943-44, but there was a slight deterioration on the metre gauge from 13·1 per cent. to 13·4 per cent.

The net ton miles per goods locomotive day decreased both in relation to the locomotives on line and the locomotives in effective use on the broad gauge while on the Metre gauge a slight improvement was noticeable.

	Net ton miles per goods locomotive day on line.	Net ton miles per goods locomotive daily in use.
BROAD GAUGE.		
1942-43	17,749	26,530
1943-44	17,397	26,208
METRE GAUGE		
1942-43	7,281	11,572
1943-44	7,374	11,652

Details of engine usage are given in statement No. 22, pages 136 to 139 of Vol. II of this report.

35.2. Wagon usage.—The statistical unit of wagon movement viz., 'wagon miles per wagon day' denoting the average number of miles run per wagon daily—both loaded and empty journeys—showed a drop from 42·5 miles in 1942-43 to 39·7 miles in 1943-44 for all the broad gauge railways combined and from 34·7 to 33·0 for the metre gauge Class I Railways.

The more comprehensive unit for the purpose of gauging the work performed by a wagon is 'net ton miles per wagon day', which shows not only the number of miles run by a wagon but also the load carried by it. As a result of better loading of wagons this figure shows only a slight decrease as noted below :—

	Broad Gauge.		Metre Gauge.	
	1942-43.	1943-44.	1942-43.	1943-44.
Net ton miles per wagon day	451	445	182	181

Both these units as at present compiled, however, understate the performance of the railways inasmuch as the wagon days in these calculations refer to the total wagon stock available on the railways although it is known that some of these wagons are rendering service on military specials.

Details of vehicle and wagon miles and their usage are given in statements No. 19 and 24, pages 130 to 133 and 142 to 143 of Volume II of this report.

35.3. Reduction in wagons loaded with 'smalls'.—Efforts to reduce the number of wagons carrying 'smalls' traffic continued unabated and a considerable reduction was achieved thereby relieving more wagons for full loads as shown below :—

	No. of wagons loaded with 'smalls'.		Percentage reduction in comparison with 1942-43.	No. of wagons loaded with 'smalls' expressed as a percentage of the total number of wagons loaded.	
	1942-43.	1943-94.		1942-43.	1943-44.
Broad Gauge	*615,891	475,555	—22·8	14·1	11·0
Metre Gauge	*379,939	341,661	—10·1	*17·5	14 8

*Revised figures.

36. Wagon position in the pool.

36.1. Broad gauge wagon pool.—The number of public service wagon (in terms of four-wheelers) in use at the end of the year was 152,681 i. e., 897 more than at the end of 1942-43. The total number of wagons loaded during the year was 4,330,460 being a decrease of 46,316 or 1·05 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

The number of wagons temporarily out of service on all broad gauge railways varied between 5,370 and 6,379 wagons.

36.2. Metre gauge wagon pool.—The number of public traffic wagons on 31st March 1944 was 48,254, i.e., 3,969 more than at the end of 1942-43. The total number of wagons loaded during the year was 2,071,462 being an increase of 139,860 or 7·3 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

37. Neutral examination of interchanged stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between the Railways at the following junctions :—

Agra East Bank.
Agra Cantt.
Ajni-Nagpur.
Chheoki.
Ghaziabad.
Khanalampura.
New Delhi.
Waltair.
East Dock Junction.
Katihar.
Kasganj (from 1st Feb. 1944).

38. Operating—general.—This was referred to in detail in the last year's report. The progress of the war in the Eastern Zone of India continued to make further demands on railways for the transport of essential commodities. Railways have done their best to meet these demands. The movement of military personnel and supplies continued to be heavy. The Damodar floods and the consequent breaches on the East Indian Railway increased the transport problem of keeping the Calcutta area and beyond supplied with essential civil and military requirements. To cater for the increased military personnel traffic between regular points, additional special trains for exclusive military use were introduced to run between Madras and Delhi, and Delhi and Rawalpindi. To facilitate speedy carriage of goods between Delhi and Madras, through goods train services were introduced between Delhi and Itarsi, and Itarsi and Madras.

The measures enumerated in the last year's report were enforced with a view to increasing the efficiency of railways.

39. Rationalisation of Transport through a System of Priorities.—This has already been explained in detail in the last year's report. The work of the Railway Priorities Organisation continued with increased vigour. It endeavoured to provide further transport facilities through an efficient system of rail priorities. The vast increase in demands for transport on the one hand and the present difficult situation with regard to wagon supplies necessitated the adoption of further methods for the elimination of wasteful transport and other means for the regular supply of wagons for the movement of essential commodities. Nearly all commodities were controlled, classified and graded for preferential transport consideration according to the various needs of both the civil and the military.

40. Transport of Coal.—The control on the distribution of coal continued to function through the agency of the Controller of Coal Distribution. The breaches on the Damodar River bank which disrupted the East Indian Railway route to the Calcutta area, resulted in many industries in the Calcutta area and via running short of coal, and essential services were kept going by the use of single line routes over the East Indian and Bengal Nagpur Railways.

Traffic by the normal East Indian Railway route was resumed on the 8th October 1943 but just at that time, when it was expected that the short fall in coal deliveries to the Calcutta area would be made up, a serious drop took place in raisings of coal, chiefly in the Bengal and Bihar fields resulting in a general shortage of coal despatches for all industries which continued up to the middle of January 1944. The seriousness of the position was, however, mitigated to a certain extent by the industries in the northern and western parts of India having been given excess quantities of coal, thereby, enabling them to

build up their stocks of coal during the breaches period (July 1943 to October 1943) when there was a surplus of transport available due to limited loading towards the Calcutta area.

With the serious drop in coal raisings, the Government realised that the total quantity of coal available was not sufficient to meet the demands of all consumers and a scheme of total rationing of coal was decided upon and put into effect from the 1st November 1943. Onward from that date, the War Resources Committee of Council, through the Central Priorities Committee took up the allocation of definite quotas for each industry within the total coal available for despatch and according to the availability of coal, the quotas were adjusted from month to month.

B. Commercial.

41. Alterations in rates and fares.—The policy of discouraging non-essential traffic followed in previous years with a view to facilitate the transport of Military Traffic and essential supplies for civilian consumption was continued and effective measures where possible were taken to achieve this end.

The more important changes made during the year were :—

(*i*) Six-monthly return tickets issued from certain stations on the North Western Railway to Simla, Summer Hill, Solon, Dharampore (Punjab), Kandaghat and Jabli stations on the Kalka-Simla Section were withdrawn.

(*ii*) Reduced rates quoted by the South Indian Railway for certain non-essential commodities were cancelled.

(*iii*) Special rates for certain commodities were quoted by the Jodhpur Railway with a view to save unnecessary long haulage and to stop rebooking.

(*iv*) Over the Bengal and Assam Railway, slack season reduced rates for jute were not introduced; the busy season rates were allowed to continue to operate throughout the year. Special rates applicable to tea packed in chests were extended to green tea and black tea in bags, certified as such and booked at owner's risk.

(*v*) The transhipment charges leviable at different transhipment stations on the Bengal and Assam Railway were enhanced.

(*vi*) The rule governing break of journey on passenger tickets at stations *en route* was amended. Prior to 1st October 1943, holders of single and return journey tickets for distances over 100 miles were allowed to break journey at the rate of one day for every 100 miles or part thereof. It was found that this rule lent itself to fraudulent practices. From 1st October 1943, the rule was revised and now the holders of single and return journey tickets for distances of more than 250 miles (actual distance) are allowed to break journey at the rate of one day for every 250 miles or part thereof in addition to the time occupied by the journey. No break of journey is permitted if the actual distance for which the ticket is issued is 250 miles or less. The distance between the starting station and the station at which journey is broken at first or between two stations at which the journey is broken subsequently must be in excess of 250 miles.

Owing, however, to special circumstances, a reduction was made in the fares and rates in the following instances :—

(*i*) Concession in fares was granted by the Bengal & Assam Railway to facilitate the removal of destitutes from Calcutta to certain stations on that railway;

(*ii*) To assist in the "Grow more food" campaign rates were reduced from a half to a quarter parcel rates for—

(*a*) seeds of all kinds booked by or on behalf of the Agricultural Department, and

(*b*) food crops and vegetable seedlings (plants graft and plants of fruit trees).

42. Special efforts to secure better wagon loads.—Railways continued to explore various methods to meet the increased demands on transport during the year. There was on the whole some improvement in the wagon position resulting from the imposition of restrictions on the movement of non-essential traffic and by the other measures taken to economise wagon usage. The securing of the maximum possible load for every wagon used continued to receive constant attention of railway administrations. Strict watch was also kept on the loading of wagons in Military and other depots to prevent wasteful use of wagon capacity. The policy of enhancing minimum weight conditions applicable to the principal commodities moving at reduced rates, initiated about two years ago, continued to be followed during the year under review. Accordingly, further enhancements in the minimum weight conditions were made and suitable weight conditions attached wherever possible. Lump sum rates on floor area basis were extended to certain other commodities on the East Indian and Bengal and Assam Railways.

The regulation of loading of smalls was further intensified by—

(*i*) extending the system of nominated loading of smalls on specific days instead of every day to other stations wherever possible; and

(*ii*) enhancing the minimum load of through road vans.

This resulted in a reduction in the use of wagons for the carriage of traffic in smalls.

43. Co-ordination of Rail, Road and Water Transport.—In order to relieve the strain on railways and to meet the situation arising out of restricted capacity, railways continued to make sustained efforts during the year under review to encourage traffic to move by other modes of transport. Brief particulars of the measures taken by certain railways in this respect are given below :—

Bombay Baroda and Central India Railway.

Goods traffic from (*a*) Karachi and (*b*) stations on the Kathiawar Railways to stations on the Bombay-Broach section of the Bombay, Baroda and Central India Railway and *vice versa* was diverted by the sea route. A certain amount of cotton to Bombay from the Broach and Surat Districts was also forced to move by sea on account of a restriction on rail bookings.

East Indian Railway.

Arrangements were made to move foodstuffs from upcountry stations to destinations in Assam *via* Patna Ghat and Indian General Navigation and Railway. Co. steamers. Similarly special arrangements were made for moving stone ballast and coal from Ghats on the Bengal & Assam Railway, by steamers and thence to Calcutta Air-fields by rail.

Advantage was taken of Central Government lorries running in convoy from Bombay to Asansol to clear some goods traffic from Cawnpore.

South Indian Railway.

Investigation has been made into the possibility of introducing through booking arrangements by the sea-cum-rail route for goods traffic from stations on the railway to Bombay, Kathiawar, Karachi and other intermediate ports and *vice versa, via* Cochin, and it is expected that it will be possible to bring the arrangements into force during the year 1944-45.

H. E. H. the Nizam's State Railway.

Special arrangements were made for the road transport of foodgrains from various places in the interior to the nearest railheads for onward despatch by rail and the timings of road and rail passenger services received special attention with a view to improving the connections.

Madras and Southern Mahratta Railway.

The measures taken in 1942-43 to divert traffic between Bombay and Madras and Southern Mahratta Railway, metre gauge stations and Mysore Railway stations to the sea-cum-rail route *via* Mormugao Harbour and thus relieve the broad gauge section of the line between Poona and Bombay, were continued during the year. As a further measure, a ban was imposed with effect from 10th January 1944 on the movement of salt by rail from stations in the Bombay area to Madras and Southern Mahratta Railway metre gauge stations, south of Miraj and stations on the Mysore State Railway, and arrangements were made for this traffic to be moved *via* Mormugao Harbour by steamer and country craft. With effect from 13th March, however, the ban on movement by the all-rail rout was lifted on bookings from certain of the producing centres in the Bombay area, as it was found inconvenient to arrange despatches from these points by the Mormugao route. For such movements as could be arranged *via* Mormugao, arrangements were concluded for through bookings with Bombay Steam Navigation Co., and five other agencies operating country crafts.

Oudh & Tirhut Railway.

Special rates were quoted for sugar, jaggree and dal (pulses) from principal stations on this railway to stations in Assam *via* Paleza Ghat and *via* Semaria Ghat by the rail-cum-steamer routes, thus affording relief to the rail route *via* Katihar.

North Western Railway.

Special rates for commodities, which could be obtained from nearer sources of supply or were considered non-essential, were cancelled.

44. Closer contact with business interests.—Railways continued to maintain close contact with business interests. At several important centres, informal meetings were held with representatives of Chambers of Commerce, Trade Associations and other commercial bodies. The discussions covered a variety of subjects such as wagon supply, restrictions on booking, delays to goods, better transport facilities, delay in the settlements of claims, refund of overcharges, grant of "Clear Receipts" when consignments are loaded in sidings under supervision of railway staff, catering arrangements, and corrupt practices, etc.

45. Claims for compensation and refunds.—Due to complexities of operation created by the war, the heavy increase in traffic, congestion in yards and on sections, inferior packing and particularly the rise in prices making thieving more remunerative, a general increase in the number of claims since 1939 was inevitable. The number of claims received in 1943-44 constitutes a serious rise compared with 1942-43.

The number of applications for refunds of overcharges on goods and parcels also was higher than in the previous year and the time taken for settlement of these claims was comparatively higher than 1942-43. Thus the year closed with heavy outstanding balances on railways generally.

Additional staff for the disposal of claims was engaged and the strength of the watch & ward staff was considerably increased.

In order to eliminate unnecessary correspondence in regard to questions of inter-railway liability and to speed up the settlement of claims, a convention was agreed upon among the principal railways and came into force from November 1943. Under this convention—

(*i*) Claims of up to Rs. 25 are borne entirely by the paying railways, and

(*ii*) Claims exceeding Rs. 25 but below Rs. 1,000 are debited to a common pool, the total debit to the pool being divided monthly among the railways in proportion to the amounts paid by them as compensation during the past three years.

The following are some of the details by railways :—

Item No.	Particulars.	B. & A.	B. N.	B. B. & C. I.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore	N. S.	N. W.	O. & T.	S.I.
1	Number of cases involving compensation for goods or parcels, lost, damaged or delayed carried over as unsettled at the close of the preceding year.	5,870	7,542	4,856	4,198	7,652	1,308	3,850	3,056	1,349	11,955	2,526	2,099
2	Number of claims received (and reopened) for compensation on account of goods or parcels lost, damaged or delayed during the current year.	22,144	20,826	20,624	37,451	30,719	4,653	17,142	6,975	2,905	25,813	10,269	13,952
3	Balance outstanding as unsettled at the close of the year.	6,488	14,215	3,516	3,713	6,819	1,283	4,829	5,433	1,345	10,720	3,995	3,252
4	Average time taken in settlement of claims (days).	99	95	79	50	86	104	13	161	82	48	124	60

46. Prevention of ticketless travel.—Increase in the number of passengers travelling without tickets occurred on all principal railways during the year under review, the increase over last year amounting to more than 7 lakhs, taking railways as a whole. The methods adopted by railways to detect and prevent ticketless travel were generally the same as in previous years. The difficulties of ensuring an efficient check were, however, accentuated due to (*i*) large numbers of military personnel travelling with unexchanged warrants ; (*ii*) curtailment of train services resulting in overcrowding ; and (*iii*) inadequate lighting in compartments due to shortage of electrical equipment.

Additional ticket checking staff were appointed on several railways to augment the existing staff and occasional surprise checks and summary trial of offenders by Magistrates on the spot were carried out on several railways with good results. Several Provincial Governments have given their full co-operation in this matter resulting in the appointment of Railway Magistrates to hold courts within the railway premises. On the Great Indian Peninsula Railway, such Magistrates were appointed at several stations during the year. On the North Western Railway, the Punjab and Sind Governments each appointed a touring Railway Magistrate for the trial of railway cases with jurisdiction throughout the Punjab and Sind Provinces respectively. All passengers detected travelling without ticket and who refused or failed to pay the charges on demand were produced before these Magistrates. Most of them paid the charges due ; others were convicted and sentenced to various terms of imprisonment. On the East Indian Railway, special staff were appointed at the Commercial Headquarters to deal more adequately with frauds and to assist their detection by watching known offenders as well as staff suspected to be involved. The appointment of a Special Mobile Central Ticket Checking Squad introduced last year to work over the entire broad gauge system of the Bombay Baroda and Central India Railway proved satisfactory and it has been decided to set up a similar squad over the metre gauge section of the railway. Similarly, the South Indian Railway formed a Special Flying Squad for ticket checking. The movements of this squad are kept strictly confidential and the squad is sent to stations very often by road to make surprise checks. The work of the squad is having a deterrent effect on ticketless travel and commission of fraud. On the Bengal & Assam Railway, the "Batch System" of checking, introduced as an experimental measure from 1st January 1943, was continued. Under this system, batches consisting of three crews-in-charge and four crewmen each travelled together and changed trains at crossing stations. Trains are thus thoroughly and quickly checked. This system has proved specially useful in the suburban sections where the traffic is heavier but the distance is short.

47. Mela Traffic.—Owing to the Railway's inability to carry mela traffic in addition to the heavy traffic essential to the war effort and in order to conserve resources for the more essential demands, Provincial Governments, on requests from Railway Administrations concerned, issued prohibitory orders in exercise of their concurrent powers conferred on them by clause (*a*) Sub rule (1) of 85 (B) of the Defence of India Rules prohibiting the carriage by rail of persons proposing to travel to destinations in specified mela zones in respect of the more important of the melas and fairs held, unless the Railway Administrations were satisfied that the persons were proceeding to the destinations otherwise than for the purpose of taking part in the melas or fairs concerned. Some of the melas and fairs, travel of rail to which was thus prohibited, were—

Kartiki Mela at Garhmukhtesar
Kartiki Puranmashi Mela at Sonepore
Nankana Sahib Fair
Magh Mela at Allahabad
Piran Kaliar Mela at Roorkee.
Khwaja Urs Fair at Ajmer

It was noticed, however, that in spite of these prohibitions, a large number of pilgrims managed to reach the mela centres by booking to destinations either short of or beyond the prohibited zones and then taking to modes of transport other than the Railway, for their further journey to mela centres. These pilgrims then sought direct movement by rail for their return journey from the mela centres, this in some cases forced railways to run special trains in the reverse direction in order to clear the pilgrims from the mela centres quickly to prevent spread of epidemics.

CHAPTER V

RAILWAY COLLIERIES

48. The output from the principal Railway Collieries during the year 1943-44 compares with the previous year's output as follows :—

Colliery.	Owned by	Output.	
		1942-43.	1943-44.
		Tons.	Tons.
1. Bhurkunda	B. & A., E.I. & N.W. Railways ..	129,055	129,173
2. Kargali	G. I. P. Railway	556,510	505,151
3. Kurharbaree & Serampore ..	E. I. Railway	430,612	502,918
4. Joint Bokaro	E. I. & B. N. Railways	951,235	842,120
5. Joint Sawang	Do.	50,941	57,157
6. Jarangdih	B., B. & C.I. & M. & S.M. Railways ..	55,908	53,695
7. Talcher	M. & S. M. Railway	195,088	192,895
8. Kurasia	B., B. & C. I. Railway	343,570	294,745
9. Argada	B. N. Railway	241,445	208,114
10. Deulbera	Do.	87,931	78,817
	Total ..	3,042,295	2,864,785

49. Tonnage of Coal Inspected.—The State Railways' Coal Department inspected 9,336,467 tons coal during 1943-44 as compared with 8,941,481 tons in 1942-43.

50. Indian Coal Grading Board.—The State Railways' Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1943-44 was 707,361 tons.

51. Coal Mined in India.—In 1943 the coal mined in the various provinces of British India amounted to 22,447,494 tons as against 25,949,835 tons in 1942, a decrease of 3,502,341 tons.

52. Coal despatched by Rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

	1942-43. Tons.	1943-44. Tons.
East Indian Railway	13,340,477	13,552,767
Bengal Nagpur Railway	8,851,889	8,354,173
Total ..	22,192,366	21,906,940

53. Coal shipped from Calcutta.—Shipments including Bunker coal from the port of Calcutta to Indian and Foreign Ports during 1943-44 amounted to 927,523 tons including coal for Ceylon Government Railways, as compared with 984,371 tons in 1942-43.

54. Introduction of excavating plant.—To meet the anticipated shortage of coal likely to arise through inadequate labour, the Calcutta Coal Committee recommended, in September 1943, the introduction of mechanical excavating plant in the State Railway Collieries at Bokaro, Kargali and Bhurkunda in order to step up the production. For the purpose of determining what plant was required for this proposal, it was arranged that two senior officers of the Engineer-in-Chief's Branch, (General Head Quarter India) would inspect the Collieries with the Chief Mining Engineer, Railway Board. As a result of this inspection it was decided to concentrate on Bokaro and Kargali Collieries only, and a complete list of the plant required for increasing the output was furnished by Engineer-in-Chief's Branch. Several items of this plant, together with the necessary military personnel, were loaned immediately and orders for the balance were placed in United Kingdom in December 1943. As a result of the introduction of this excavating machinery in the Bokaro Colliery a large quantity of soft overburden was removed during the latter part of the year exposing a considerable tonnage of coal.

CHAPTER VI

ROLLING STOCK AND MATERIALS

55. Additions to equipment.—During the year, the following locomotives and rolling stock, including arrears brought forward from previous years were on order for broad and metre gauge railways :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	269	219 (include War Dept. Locos.).
Coaching Stock	497 Units.	257 Units.
Goods Stock	10,828 „ (include War Dept. wagons).	5,957 „ (include War Dept. wagons).

New locomotives and rolling stock actually placed on the line during the year as additions or in replacement of condemned stock were as under :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	55	182 (include War Dept. Locos.)
Coaching Stock	101 Units.	50 Units.
Goods Stock	2,231 „ (include War Dept. wagons).	3,485 „ (include War Dept. wagons).

(One Unit = One four wheeler).

NOTE.—The particulars relate to all class I Railways excepting the Bikaner State Rly. whose figures have not been received.

55. 1 Engines.—Th average tractive effort per engine rose from 26,194 lbs., in 1942-43 to 26,357 lbs. in 1943-44 on the broad gauge, while that on the metre gauge fell from 14,935 lbs. to 14,928 lbs.

56. Supply of Rails anb Fishplates from indigenous sources.—The restrictions on the supply of steel, referred to in the last year's Report, continued to operate in the year under review. The tonnage of rails and fishplates ordered from the two steel companies in India (viz. Messrs. The Tata Iron & Steel Co. Ltd., and the Steel Corporation of Bengal Ltd.), was, however, considerably greater than that ordered in 1942-43 and amounted to 66,303 tons of rails and 2,338 tons of fishplates. The actual quantity supplied against these orders in the year ending 31st March, 1944, however, amounted to 57,174 tons of rails and 2,155 tons fishplates only.

57. Value of Railway materials purchased.—The value of stores purchased by Class I Railways (excluding the Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State Railways which are mainly or wholly the property of Indian States) increased from Rs. 18·48 crores in 1942-43 to Rs. 26.71 crores in 1943-44. The value of ' indigenous materials ' purchased increased by Rs. 750 lakhs and that of ' imported materials ' by Rs. 73 lakhs. Considerable increases were registered under hardware, fuel and fuel oil (Rs. 297 lakhs), miscellaneous stores grouped in the statement below as " all other stores" (Rs. 270 lakhs), rolling stock (Rs. 174 lakhs) and permanent way material and track tools (Rs. 67 lakhs). A summary of the value of the stores purchased is given below. The detailed figures are given in Appendix A, pages 240-243 of Vol. II of this report.

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs).	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1943-44.	1942-43.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A.—Bridge work and its parts, fittings and special fastenings	..	..	..	1	1	4
B.—Engineering plant and components including all hand and power machinery	..	9	9	3	12	11
C.—Workshop machinery, plant and equipment including pneumatic machinery and tools	2	17	19	6	25	26
D.—Permanent-way material and track tools	22	2	24	2,76	3,00	2,33
E.—Rolling Stock	23	1,08	1,31	2,32	3,63	1,39
F.—Building material, water mains, sewage system and track and yard enclosing material and signal and interlocking material, etc.	..	24	24	56	80	68
G.—Stores hardware, copper, tin and zincware, all leather, canvas and India-rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	6	1,38	1,44	9,13	10,57	7,60
H.—Electrical and train and locomotive lighting plants and materials, etc., and *telegraph* and telephone equipment	2	47	49	38	87	81
All other stores	4	1,44	1,48	5,98	7,46	4,76
Total	59	4,89	5,48	21,23	26,71	18,48

571. Purchase of wooden sleepers.—The total amount spent on wooden sleepers on Class I Railways (excluding Bikaner, Jodhpur, Mysore and H.E.H. the Nizam's State Railways) was Rs. 1·01 crores in 1943-44 as compared with Rs. 99 lakhs in 1942-43.

58. In-take of Indigenous goods.—The comparative figures for the years 1942-43 and 1943-44 are given below. These include purchases made through the Supply Department and the Textile Commissioner, and purchases of foodgrains for Railway grainshops through Provincial Governments.

Railways.	Year.	Total value of purchases (in lakhs).				Percentage of Column 5 to Column 6.
		Stores imported direct.	Imported Stores purchased in India.	Stores of Indian manufacture or indigenous origin.	Total.	
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
State-managed *	1942-43	10·56	3,18·77	9,78·80	13,08·13	74·8
	1943-44	42·01	3,70·41	15,74·73	19,87·15	79·3
Company-managed†	1942-43	21·06	1,25·11	3,94·03	5,40·20	72·9
	1943-44	16·84	1,18·89	5,48·03	6,83·76	80·1
Total	1942-43	31·62	4,43·88	13,72·83	18,48·33	74·3
	1943-44	58·85	4,89·30	21,22·76	26,70·91	79·5

* Does not include figures for O. & T. Railway for 1942-43, but includes for 1943-44.

† Includes figures for O. & T. Railway for 1942-43, but not for 1943-44, for which year only B.N., M. & S. M. and S.I. Railways are taken as Company-managed.

59. Value of stores Purchased through the Supply Department for State and Company managed Railways (Class I) ‡.—The comparative figures for 1942-43 and 1943-44 are :—

Railways.	Year.	Total value of Stores purchased. (in lakhs).	Value of Stores purchased through the Supply Department.	
			Amount. (in lakhs.)	Percentage of Col. 4 to Col. 3.
1	2	3	4	5
		Rs.	Rs.	
State-managed*	1942-43	13,08·13	5,28·14	40·4
	1943-44	19,87·15	3,71·13	19·2
Company-managed†	1942-43	5,40·20	26·73	4·9
	1943-44	6,83·76	52·62	7·8
Total	1942-43	18,48·33	5,54·87	30·0
	1943-44	26,70·91	4,23·75	15·9

Since the transfer of the Cotton Textiles Directorate of the Supply Department to the Department of Industries and Civil Supplies, on 14th May 1943, Railways have been making purchases through the Textile Commissioner. The value of such purchases during the period 14th May 1943 to 31st March 1944 is given below :—

Railways.	Value (in lakhs).
	Rs.
State-managed	24·81
Company-managed	6·20
Total	31·01

* Does not include figures for O. & T. Railway for 1942-43, but includes for 1943-44.

† Includes figures for O. & T. Railway for 1942-43, but not for 1943-44, for which year only B. N., M. & S. M. and S. I. Railways are taken as Company-managed.

‡ Excludes Bikaner, Jodhpur, H. E. H. the N. S. and Mysore State Railways.

60. Value of stores purchases controlled by the Railway Board.—As in previous years, the Railway Board purchased rails, sleepers (steel, cast iron and wood) and wagons for State and Company-managed Railways and fuel and fuel oil for State-managed Railways. Compared with 1942-43, the position is :—

Railway.	Year.	Total value of Stores purchased (in lakhs).	Value of Stores purchases controlled by the Railway Board.	
			Amount (in lakhs).	Percentage of the total value of stores purchased.
		Rs.	Rs.	
State-managed*	1942-43	13,08·13	7,32·43	55·99
	1943-44	19,87·15	8,43·55	42·46
Company-managed	1942-43	5,40·20	1,77·03	32·77
	1943-44	6,83·76	1,44·69	21·20
Total	1942-43	18,48·33	9,09·46	49·20
	1943-44	26,70·91	9,88·24	35·87

* Does not include figures for O. & T. Railway for 1942-43, but includes for 1943-44.

61. Value of lease-lend purchases controlled by the Railway Board.—The total debit raised by the Deputy Chief Accounts Officer, American Purchases, New Delhi, against Railways in the year 1943-44 for the Lease Lend Stores controlled by the Railway Board amounted to Rs. 20,199. Goods to a much greater value than this figure, principally on account of locomotives, were, however, received in the year 1943-44. The debits for the materials which were not raised in 1943-44 will appear in the accounts for 1944-45.

62. Direct Purchases by Railways.—The value of direct purchases made by Railways during 1943-44 amounted to Rs. 1,228 lakhs, compared with Rs. 384 lakhs in 1942-43. The increase is mainly due to the purchases of foodgrains for Railway grainshops, and partly to the general rise in prices of all commodities.

63. Stores Balances.—The statement below compares the total stores balances at the end of 1943-44 with those at the end of 1942-43.

(In lakhs of rupees).

Year.	B. & A.	B. N.	B.B. & C. I.	E. I.	G.I.P.	M. & S. M.	N. W.		O. & T.	S. I.	Other Rys.	Total.
							Commercial.	Strategic.				
1942-43	1,74	1,91	1,33	2,38	2,02	81	3,05	36	58	99	11	15,28
1943-44	3,06	2,60	2,03	3,15	3,20	86	3,72	39	67	1,36	27	21,31

64. Efforts to obtain fuel economy.—The following measures were adopted with a view to secure economy in fuel consumption on Railways.

(*i*) Fuel Economy Organisations were active on all Railways and special fuel economy Officers were appointed, where they did not exist before.

(*ii*) A fuel economy meeting was convened by the Railway Board to enable the officers of the various railways to meet, for the purpose of discussing means of intensifying the existing measures of fuel economy and for the exchange of ideas in the matter of the introduction of new methods.

(*iii*) Posters in English and suitable Indian languages have been drawn up for exhibition in workshops, running sheds and other prominent places to serve as a constant reminder to all Railway staff concerned on the vital necessity for economy in coal consumption. Handbooks containing "Notes on Fuel Economy" and "Hints to Drivers and Firemen" have been prepared and circulated to the staff concerned.

(*iv*) Drivers and firemen are being trained in correct methods of locomotive operation and firing. Fuel and Power officers and inspectors by constant supervision, ensure that the stringent measures for fuel economy are enforced and that instructions are understood and carried out by the staff concerned.

(*v*) Records are maintained of coal consumed by individual drivers and/or locomotives; cases of high consumption being specially investigated.

(*vi*) Special attention to all questions in respect of the maintenance and designs of locomotives as affecting economy in coal consumption are kept continually under investigation.

(*vii*) Special attention is being given to maintain steam, water and air mains in good order.

(*viii*) The use in stationary boilers etc. of alternative fuels, such as smoke box char, cinders, sawdust, wood etc., was encouraged.

(*ix*) Increased provision of water softening plants, use of continuous blow downs for locomotive boilers and special attention paid to the standard of repairs have helped to reduce coal consumption to a minimum.

(*x*) Necessary checks at every stage viz.,

(*a*) the verification of the quantities received by Railways with the quantities invoiced to them from collieries ;

(*b*) a check upon the quantities received, the issues recorded and the balance remaining ; and

(*c*) the frequent verification of coal stocks

were introduced to detect wastage, pilferage or thefts and necessary remedial measures were taken. As a result of these measures and the active interest evinced by the Railways in this matter, it was found possible to obtain substantial fuel economies.

65. Rationalisation Committees.—In order to reduce to a minimum the demands for the supply of duplicate locomotive parts made on the manufacturing capacity in the United Kingdom and on the indigenous capacity under the Supply Department, it was decided early in 1943 to rationalize the capacity available in the various workshops of the different railways throughout India.

Six groups arranged on a geographical basis were formed and meetings are held periodically to co-ordinate demands and arrange material supplies against forward planning. Information regarding spare capacity available in workshops is exchanged among the various groups and arrangements for its utilisation made where considered necessary.

CENTRAL STANDARDS OFFICE FOR RAILWAYS.

66. Civil Engineering Branch.—During the year under review, the more important designs issued by the Civil Engineering Branch included :—

(*a*) *for military requirements.*—Military Metre Gauge Railway Bridging handbook, unit construction 60 ft. spans, additional Callender-Hamilton Railway bridge material, light steel trestles and erection parts, Broad Gauge turnouts and parts converted from standard gauge material, movable gantries for erection of American built metre gauge wagons and statements and diagrams for the transport of armoured fighting vehicles by rail ;

(*b*) *for the Bengal & Assam Railway.*—150 ft. through type open web girder spans, 100 and 80 ft. half-through type and 100 ft. deck type plate girder spans for Metre Gauge M. L. standard and 100 ft. half-through type plate girder spans for Broad Gauge M. L. standard ;

(*c*) *Indian Railway Standards and advance designs* :—150 ft. through type open web girder spans for Broad Gauge M. L. standard-preliminary drawings, facing point lock and other signalling and inter-locking fittings.

66.1. Civil Engineering Publications.—A number of correction slips to the Steel Bridge and Steel Structures Codes were issued during the year under review. The Welding Code was put into final form by the Bridge Standards Committee at their 24th meeting.

67. Mechanical Engineering Branch.—During the year under review the more important drawing and design work undertaken included :—

(*a*) (*i*) Construction & part drawings for BWL type broad gauge bogie well wagon of 50 tons capacity, redesigned to utilise rationalised steel sections and to eliminate the use of steel castings as far as possible.

(*ii*) Redesign of the barrel of the XT_1 class boiler to facilitate building of these boilers at the Ajmer shops of the Bombay, Baroda and Central India Railway utilising sizes of boiler plate manufactured in India.

(*iii*) Design of connecting rod of rectangular section for BESA 0-6-0 type locomotives.

(*iv*) Investigation into interchangeability of the boilers of the engines of the BESA 2-8-0 & 0-6-0 types on various railways to enable a bulk order for boilers to suit all railways to be placed.

(*b*) Over 100 new war drawings were prepared relating to ambulance trains, air conditioned ward cars, generator cars, blood transfusion cars, conversion of horseboxes to casualty cars, and of box cars to sheep vans.

The normal work of the mechanical drawing office in keeping standard drawings of rolling stock up-to-date continued as far as the prior demands of war work permitted.

68. Specifications Branch.—Due to the war, the normal work of the Specifications Branch was restricted to issuing three new Indian Railway Standard specifications and revising six others. During the period under review six new Indian Stores Department specifications were adopted for use on Indian Railways, while five Indian Stores Department and six British Standard specifications already adopted by the Board were modified by the respective authorities and approved by the Board.

War Emergency relaxations and/or revisions to 23 Indian Railway Standard specifications as also a War Emergency Revision of the Indian Railway Standard Catalogue for Grinding Wheels and Segments were issued during the year.

Particular specifications for the wagons included in the War Department's Reserve Call were prepared and issued.

69. War Branch.—

69.1. Rolling stock and Ambulance Trains.—The Central Standards Office continued to be responsible for arrangements for the supply from Indian Railways of the War Department requirements of locomotives and rolling stock for service in India and Overseas. The requiremets of the War Department of broad gauge and metre gauge ambulance trains, kitchen cars, ambulance coaches, etc., for use in India continued to increase and were met by conversions of the existing stock.

Following the receipt of air conditioning equipment from the U.K. and U.S.A., the work of air conditioning two ward cars of each ambulance train was commenced under the general direction of the Central Standards Office.

Due to the improved war situation in the Middle East and the greater need of locomotives and rolling stock for use in India, arrangements for the return of locomotives and rolling stock from overseas were also initiated.

69.2. Movement of over-dimensional Consignments.—At the request of the military authorities movement of various types of armoured fighting vehicles and tank transporters, which infringe maximum moving dimensions when loaded on railway wagons, was investigated. Four printed statements, shewing restriction on the movement of these vehicles over main broad and metre gauge routes throughout India, were issued, together with a map on which the positions of all restrictions are shewn.

Many types of Army and Air Force mechanical transport vehicles also infringe maximum moving dimensions when loaded on railway wagons. To enable the movement of these, as well as of other types of over-dimensional consignments, to be readily investigated, railways were asked to supply minimum fixed structure diagrams for all important broad and metre gauge routes for embodiment in a single comprehensive statement.

70. Standardization Committees.—The Bridge and Signalling and Interlocking Standards Committees met once during the year. On account of members being pre-occupied with war work of overriding importance no meetings of the following standardization committees could be held during the year :—

(*i*) Track Standards Committee,
(*ii*) Locomotive Standards Committee,
(*iii*) Carriage and Wagon Standards Committee,
(*iv*) Standing Committee on Standards and Specifications for Indian Railways and
(*v*) Electrical Standards Committee.

71. Research and Development.

71.1. Civil Engineering Branch.—Trials of various track fittings and tools were continued. Tests of open goods wagon, OH type, were carried out at Moghalpura in order to compare the stresses under vertical loads, drawbar pull and buffing forces with those measured in the previous series of tests on a covered wagon.

71.2. Specifications Branch.

(*i*) *Paint & Steel Corrosion Tests.*—The paint and steel corrosion test panels were examined and the tests continued.

(*ii*) *Reclamation.*—The Central Standards Office undertook the responsibility of acting as a clearing house for information regarding reclamation of materials in railway workshops and the work of collecting the required data was taken up.

71.3. Mechanical Research Branch.—The activities of the Mechanical Research Branch were restricted due to war conditions but it was possible for the Dynamometer Car staff to complete the field work of trials carried out on BESA 2-8-0 locomotives on the East Indian Railway forming part of an investigation into the influence of boiler proportions on their efficiency. Field work on the North Western Railway was also carried out as part of an investigation into suitable proportions for blast pipe and chimney of BESA 0-6-0 type engines. Analysis of results of trials was continued during the rest of the year.

In the metallurgical field the Mechanical Research Branch continued to co-ordinate the researches undertaken in Railway Laboratories on

the manufacture of High Duty Cast Iron
conservation of Non-ferrous Metals and
dephosphorisation of Steel Castings.

At the request of the Director of Metals, Department of Supply, an investigation was carried out into possible substitutions of ferrous castings for non-ferrous fittings of locomotive, carriage and wagon stock and signalling and interlocking gear. A comprehensive list of substitutions was forwarded to railways for information.

Affiliation with the British Cast Iron Research Association was effected on behalf of the Railways of India.

The Central Standards Office Research Organisation continued to be represented at the Metallurgists & Chemists Sub-Committee of the Mechanical Section of the Indian Railway Conference Association.

CHAPTER VII

STAFF

72. Number of Staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1943-44 was 889,056 as compared with 827,244 at the end of 1942-43. The total route mileage at the end of the year was 40,512. The following table shows the number of employees by communities on the 31st March 1943 and 1944. A similar statement showing details by railways is given as Appendix C-I, pages, 246-247, of Volume II of this report.

Date.	Europeans.	Indians.									
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Grand Total.
		Hindus other than Depressed classes.	Depressed classes.								
31st March 1943*	1,823	464,645	123,280	190,916	12,270	9,442	20,872	1,570	2,426	825,421	827,244
31st March 1944	1,761	498,198	131,533	209,190	12,263	9,397	22,212	1,579	2,925	887,295	889,056

NOTE.—These figures exclude staff on loan from the Indian Audit and Accounts Service.

* Revised figures due to changes made by the railway administrations in the figures published last year.

73. Cost of Staff.—The following statement shows the number and cost of all staff, gazetted and non-gazetted, permanent and temporary, open line and construction, employed on Class I Railways during the years 1942-43 and 1943-44. Contractors' labour is not included.

Railway System.	Year.	Number of staff on 31st March.							† Cost of staff during the year ending 31st March.			
		Open line.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service.				
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.		Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Bengal & Assam	1943	173	92,610	92,783	..	..	..	1	28,95,186	4,53,58,079	4,82,53,265	4,82,82,955
	1944	208	116,189	116,397	..	..	..	1	35,40,335	5,39,22,968	5,74,63,303	5,74,93,613
Bikaner State	1943	17	4,600	4,617	..	..	..	..	1,93,060	14,12,684	16,05,744	16,05,744
	1944	19	4,564	4,583	..	..	..	..	1,83,017	14,01,380	15,84,397	15,84,397
Bengal Nagpur	1943	193	81,314	81,507	..	..	..	..	30,43,794	4,68,28,936	4,98,72,730	4,98,72,730
	1944	200	86,415	86,615	..	..	..	..	27,75,080	5,28,78,774	5,56,53,854	5,56,53,854
Bombay, Baroda and Central India.	1943	163	70,237	70,400	..	1	1	..	25,25,125	4,61,05,432	4,86,30,557	4,86,30,557
	1944	181	75,769	75,950	..	4	4	..	26,50,516	4,99,14,482	5,25,64,998	5,25,64,998
East Indian	1943	238	*140,211	*140,449	..	*695	*695	3	47,36,501	7,46,97,114	7,94,33,615	7,95,47,566
	1944	240	149,922	150,162	8	6,647	6,655	5	48,31,745	8,36,45,189	8,84,76,934	8,85,78,415
Great Indian Peninsula.	1943	210	117,622	117,832	..	..	..	..	38,98,020	7,28,07,924	7,67,05,944	7,67,05,944
	1944	212	124,114	124,326	..	..	..	..	38,49,647	6,74,42,025	7,12,91,672	7,12,91,672
Jodhpur	1943	30	8,555	8,585	..	..	..	1	3,61,335	36,05,173	39,66,508	39,87,282
	1944	32	8,256	8,288	..	..	..	3	4,30,944	37,92,346	42,13,290	42,38,490
Madras and Southern Mahratta.	1943	139	53,057	53,196	..	..	..	..	22,92,547	3,05,75,074	3,28,67,621	3,28,67,621
	1944	142	57,530	57,672	..	..	..	..	23,80,973	3,42,14,837	3,65,95,810	3,65,95,810
Mysore State	1943	*36	*7,600	7,636	..	..	..	..	*2,13,271	*27,64,515	*29,77,786	*29,77,786
	1944	41	7,963	8,004	..	..	..	..	2,31,860	32,98,453	35,30,313	35,30,313
Nizam's State	1943	68	16,008	16,076	1	15	16	..	9,00,708	75,46,407	84,47,115	84,47,115
	1944	72	16,044	16,116	1	10	11	..	9,19,129	84,56,884	93,76,013	93,76,013

Railway System.	Year.	Number of staff on 31st March.							† Cost of staff during the year ending 31st March.			
		Open line.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service.				
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.		Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
North Western	1943	248	*117,547	*117,795	..	3	3	4	*39,97,199	*6,99,62,317	*7,39,59,516	*7,40,42,179
	1944	348	120,684	120,932	..	2	2	4	40,64,012	7,55,00,495	7,95,64,507	7,96,48,250
Oudh and Tirhut	1943	86	35,703	35,789	..	..	..	..	14,39,471	1,17,47,863	1,31,87,334	1,31,87,334
	1944	96	38,204	38,300	..	..	..	..	11,37,300	1,26,01,826	1,37,39,126	1,37,39,126
South Indian	1943	117	42,296	42,413	..	..	..	..	16,64,500	2,21,17,662	2,37,82,162	2,37,82,162
	1944	120	42,798	42,918	..	..	..	..	17,36,669	2,50,85,969	2,68,22,638	2,68,22,638
Railway Clearing Accounts Office.	1943	4	1,845	1,849	..	..	..	2	82,605	17,46,159	18,28,764	18,52,077
	1944	4	2,002	2,006	..	..	..	2	52,242	20,19,410	20,71,652	21,12,791
Total	1943	*1,721	*789 205	*790,926	1	*714	*715	11	*2,82,43,322	*43,72,75,339	*46,55,18,661	*46,57,96,052
	1944	1,835	850,444	852,269	9	6,663	6,672	13	2,87,73,469	47,41,75,038	50,29,48,507	50,32,35,319

* Represents revised figures for 1942-43 due to changes made by the railway administrations in the figures published last year.

† The figures of cost represent pay, allowances, passages, provident fund contribution and gratuity.

A comparison of the figures for 1943-44 with those for the previous year shows that the total number of staff employed on the open lines of State and Company-managed Railways increased by 61,343 during the year, the number of construction staff increased by 5,957 and the number of staff on loan from the Indian Audit and Accounts Service increased by 2.

The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs. 3,74,29,267 during the year. Increases were recorded both in the numbers and cost of staff on State-owned Railways. The general increase in numbers was due to employment of additional staff to cope with the increased traffic and the rise in cost was due to the grant of enhanced rate of dearness allowance and the payment of military compensatory and ration allowances to staff enrolled in Defence of India Military Units in certain areas.

74. Indiansation.

74.1 State-managed Railways.—(*i*) *Direct Recruitment.—Superior Services.*—57 appointments were made to the Superior Railway Serivces by direct recruitment. Details are given below :—

(*i*) *Direct recruitment.*

Department.	Vacancies filled by								
	Europeans.	Indians.							
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total.
		Other than Depressed classes.	Depressed classes.						
Engineering	..	19	..	5	1	..	2	..	27
Accounts	..	2	..	..	..	..	..	..	2
Transportation (Traffic) and Commercial.	..	8	..	7	1	1	1	..	18
Transportation (Power) and Mechanical Engineering.	..	5	..	1	..	..	..	..	6
Other Departments	..	4	..	..	..	..	..	..	4
Total	..	38	..	13	2	1	3	..	57

The non-recruitment of Europeans was due to the suspension of recruitment in the United Kingdom for the duration of the war.

The shortage of Muslim recruitment was due to—

(*i*) there being only one Muslim candidate amongst the six special class apprentices who were originally recruited in 1937 and were appointed to the Mechanical Engineering and Transportation (Power) Department in 1943 after completion of six years training.

(*ii*) The requisite number of qualified Muslim candidates not being forthcoming for appointment in the Engineering Department.

The deficiencies in recruitment of Scheduled Castes were due to the fact that no qualified candidates were available for appointment to the Superior Railway Services.

(*ii*) *Promotions.*

(*a*) *Superior Services.*—Fourteen officers were promoted from the Lower Gazetted Service to the Superior Services during the year ; of these two were Europeans, six Hindus and six Anglo-Indian or Domiciled Europeans.

(*b*) *Lower Gazetted Service.*—Nineteen promotions were made to the Lower Gazetted Service in the various Departments. Of these four were Europeans and fifteen Indians. Of the latter eight were Hindus, one Muslim and six Anglo-Indians and Domiciled Europeans.

74.2 Company-managed Railways.—(*i*) *Direct Recruitment.—Superior Services.*—The table below gives a summary of direct recruitment made to the Superior Services on Company-managed Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) during the year under review.

(*i*) *Direct recruitment.*

Department.	Europeans.	Indians.							
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total.
		Other than Depressed classes.	Depressed classes.						
Administration	..	..	..	..	..	..	..	..	..
Accounts	...	..	...	..	..	..	..	..	..
Engineering	..	3	1	1	..	..	..	..	5
Transportation (Traffic) and Commercial.	1	1	..	2	..	..	..	..	3
Mechanical	..	1	..	..	..	..	...	..	1
Stores	..	1	..	..	..	..	..	..	1
Other Departments	..	1	..	..	..	..	..	..	1
Total	1	7	1	3	..	..	..	..	11

Europeans . . . 8·3% Indians . . . . . 91·7%

(*ii*) *Promotions.*

Fifteen officers were promoted from lower ranks to the Superior Services during the year. These comprised seven Anglo-Indians or Domiciled Europeans, seven Hindus and one European.

A detailed statement by individual railways will be found in Appendix C-V (a), pages 268 to 269, of Volume II of this report.

State and Company-managed Railways.

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, gives percentages as follows :—

	Percent.
Hindus { other than Depressed Classes—	66 2
Hindus { Depressed classes	1·5
Muslims	23 5
Anglo-Indians and Domiciled Europeans	2 9
Sikhs	1·5
Indian Christians	4·4

75. Review of the progress made since 1934.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1934, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II, to subordinate staff on scales of pay rising to Rs. 250 and over if they are on the old scales of pay, and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay.

PART I.

Statement of gazetted officers (both Superior and Lower Gazetted Service) on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (permanent and temporary) (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1934, 31st March 1943 and 31st March 1944.

Name of Railway.	31st March 1934.												31st March 1943.												31st March 1944.											
		Indians.												Indians.												Indians.											
		Hindus.												Hindus.												Hindus.											
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.†	Other Communities.†	Total.	Total number on the Railway (column 2 *plus* 11).		Europeans.	Othern than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).		Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).	
1	2	3	4	5	6	7	8	9	10	11	12		13	14	15	16	17	18	19	20	21	22	23		24	25	26	27	28	29	30	31	32	33	34	
State-managed Railways.																																				
Bengal & Assam	95	57	..	11	18	3	3	..	1	93	188		52	73	..	16	24	3	3	2	..	121	173		70	84	..	15	31	3	3	2	..	138	208	
Bombay, Baroda and Central India	123	32	..	3	2	1	3	..	7	48	171		67	51	..	15	9	1	6	13	1	96	163		75	54	..	15	12	1	7	16	1	106	181	
East Indian	174	78	..	14	34	3	2	..	2	133	307		73	102	..	19	33	5	3	3	..	165	238		73	110	..	20	34	5	3	3	..	175	248	
Great Indian Peninsula	145	35	..	11	9	..	7	..	6	68	213		88	61	..	15	21	2	14	8	1	122	210		84	64	..	17	21	2	14	9	1	128	212	
North Western	136	80	..	22	14	10	5	..	..	131	267		69	92	..	41	25	15	4	1	1	179	248		73	90	..	44	23	14	2	1	1	175	248	
Oudh and Tirhut	69	9	..	7	2	..	..	..	..	18	87		44	16	..	13	8	4	1	..	..	42	86		43	22	..	15	11	4	1	..	..	53	96	
Railway Board and miscellaneous Offices	38	10	..	6	6	..	1	..	1	24	62		34	29	..	4	7	2	..	..	..	42	76		36	31	..	7	8	3	..	..	..	49	85	
Total	780	301	..	74	85	17	21	..	17	515	1,295		427	424	..	123	127	32	31	27	3	767	1,194		454	455	..	133	140	32	30	31	3	824	1,278	
Company-managed Railways.																																				
Bengal Nagpur	125	42	..	7	14	2	1	..	2	68	193		77	59	..	20	32	4	..	1	..	116	193		72	63	..	23	37	4	..	1	..	128	200	
Madras and Southern Mahratta	96	27	..	..	6	2	3	..	5	43	139		59	53	..	7	7	2	6	4	..	79	138		60	53	..	8	6	2	7	6	..	82	142	
South Indian	73	45	..	1	9	..	1	..	..	56	129		34	64	..	8	7	1	3	..	..	83	117		38	71	1	9	7	1	3	..	..	92	130	
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..		1	3	..	..	..	..	..	..	..	3	4		1	3	..	..	..	..	..	..	..	3	4	
TOTAL	294	114	..	8	29	4	5	..	7	167	461		171	179	..	35	46	7	9	5	..	281	452		171	190	1	40	50	7	10	7	..	305	496	
GRAND TOTAL	1,074	415	..	82	114	21	26	..	24	682	1,756		598	603	..	158	173	39	40	32	3	1,048	1,646		625	645	1	173	190	39	40	38	3	1,129	1,754	

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			§1934.	1943.	1944.
Europeans		State-managed Railways	60·23	35·76	35·52
		Company-managed Railways	63·77	37·83	35·92
		TOTAL	61·16	36·33	35·63
Indians	Hindus — Other than Depressed classes.	State-managed Railways	23·24	35·51	35·60
		Company-managed Railways	24·73	39·60	39·91
		TOTAL	23·63	36·63	36·77
	Hindus — Depressed classes	State-managed Railways	..	..	..
		Company-managed Railways	..	..	0·21
		TOTAL	..	..	0·06
	Muslims	State-managed Railways	5·72	10·30	10·41
		Company-managed Railways	1·74	7·74	8·40
		TOTAL	4·67	9·60	9·86
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	6·57	10·64	10·95
		Company-managed Railways	6·29	10·18	10·50
		TOTAL	6·49	10·51	10·82
Indians—concld.	Sikhs	State-managed Railways	1·31	2·68	2·50
		Company-managed Railways	0·87	1·55	1·48
		TOTAL	1·20	2·37	2·22
	Indian Christians	State-managed Railways	1·62	2·60	2·35
		Company-managed Railways	1·08	1·99	2·10
		TOTAL	1·48	2·43	2·29
	Parsis	State-managed Railways	†	2·26	2·43
		Company-managed Railways	†	1·11	1·48
		TOTAL	†	1·95	2·17
	Other communities	State-managed Railways	1·31	0·25	0·24
		Company-managed Railways	1·52	..	..
		TOTAL	1·37	0·18	0·17
	TOTAL	State-managed Railways	39·77	64·24	64·48
		Company-managed Railways	36·23	62·17	64·03
		TOTAL	38·84	63·67	64·37

† Parsis included in "other communities" in 1934.

§ Figures for B. N. & W. and R. & K. railways which were company-managed railways in 1934 have been included in O. & T. Ry. under state-managed for purposes of comparison. Percentages have been altered accordingly for 1934 and 1943.

NOTE.—The staff on loan from the Indian Audit and Accounts Service are not included.

Part II

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over if they are on old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on new scales of pay (permanent and temporary) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways), on the 31st March 1934, 31st March 1943 and 31st March 1944.

Name of Railway.	31st March 1934.											31st March 1943.											31st March 1944.										
		Indians.											Indians.											Indians.										
		Hindus.											Hindus.											Hindus.										
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.†	Other communities.†	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Bengal & Assam	80	176	..	13	207	6	4	..	6	412	492	65	322	1	36	205	8	8	..	10	590	655	55	521	2	68	224	5	12	..	5	837	892
Bombay, Baroda and Central India	139	309	..	35	317	4	42	..	119	817	956	120	378	1	48	241	4	38	95	34	839	959	113	422	3	50	248	8	46	95	38	910	1,023
East Indian	477	458	..	53	921	17	7	..	5	1,461	1,938	210	*712	2	*101	*894	15	4	3	7	*1,738	*1,948	203	761	3	100	898	14	7	4	6	1,793	1,996
Great Indian Peninsula	252	225	..	35	614	10	100	..	77	1,061	1,313	129	361	4	53	664	12	125	87	35	1,341	1,470	105	439	5	119	589	28	116	83	45	1,424	1,529
North Western	333	337	..	181	352	92	23	..	33	1,018	1,351	*154	*422	*1	*267	*265	*93	*18	14	8	*1,088	*1,252	158	406	1	263	259	87	15	12	7	1,050	1,208
Oudh and Tirhut	23	22	..	10	68	1	1	..	..	102	125	17	56	1	11	76	..	..	..	1	127	144	15	40	1	14	71	..	1	..	1	128	143
Railway Board and miscellaneous offices.	1	134	..	27	24	12	5	..	2	204	205	5	192	1	43	19	16	6	..	..	277	282	5	228	1	54	18	17	7	..	..	325	330
TOTAL	1,305	1,652	..	354	2,503	142	182	..	242	5,075	6,380	710	2,425	11	559	2,304	148	199	199	95	6,000	6,710	654	2,817	16	668	2,307	159	204	194	102	6,467	7,121
Company-managed Railways.																																	
Bengal Nagpur	181	201	..	19	395	16	12	..	6	649	830	43	335	1	36	489	19	18	3	2	903	946	40	341	1	36	521	26	17	3	3	948	988
Madras and Southern Mahratta	68	51	..	..	184	..	4	..	6	245	313	38	83	..	2	140	1	6	6	1	239	277	35	82	..	2	147	1	7	6	..	245	280
South Indian	39	90	..	6	159	..	10	..	1	266	305	12	114	..	5	113	..	19	..	..	251	263	11	109	..	6	104	..	25	..	..	244	255
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	..	11	..	..	..	..	..	..	..	11	11	..	10	..	..	..	..	..	..	..	10	10
Total	288	342	..	25	738	16	26	..	13	1,160	1,448	93	543	1	43	742	20	43	9	3	1,404	1,497	86	542	1	44	772	27	49	9	3	1,447	1,533
GRAND TOTAL	1,593	1,994	..	379	3,241	158	208	..	255	6,235	7,828	*803	*2,968	*12	*602	*3,106	*168	*242	208	*98	*7,404	*8,207	740	3,359	17	712	3,079	186	253	203	105	7,914	8,654

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			§ 1934.	1943.	1944.
Europeans		State-managed Railways	20·45	10·58	9·18
		Company-managed Railways	19·89	6·21	5·61
		TOTAL	20·35	9·78	8·55
Indians	Hindus — Other than Depressed classes	State-managed Railways	25·89	36·14	39·56
		Company-managed Railways	23·62	36·27	35·36
		TOTAL	25·47	36·16	38·82
	Hindus — Depressed classes	State-managed Railways	..	0·16	0·23
		Company-managed Railways	..	0·07	0·07
		TOTAL	..	0·14	0·20
	Muslims	State-managed Railways	5·55	8·33	9·38
		Company-managed Railways	1·73	2·87	2·87
		TOTAL	4·84	7·34	8·21
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	39·23	35·23	32·40
		Company-managed Railways	50·97	49·57	50·36
		TOTAL	41·40	37·85	35·58
Indians—concld.	Sikhs	State-managed Railways	2·23	2·20	2·23
		Company-managed Railways	1·10	1·34	1·76
		TOTAL	2·02	2·05	2·15
	Indian Christians	State-managed Railways	2·85	2·97	2·87
		Company-managed Railways	1·79	2·87	3·19
		TOTAL	2·66	2·95	2·93
	Parsis	State-managed Railways	†	2·97	2·72
		Company-managed Railways	†	0·60	0·59
		TOTAL	†	2·53	2·35
	Other communities	State-managed Railways	3·80	1·42	1·43
		Company-managed Railways	0·90	0·20	0·19
		TOTAL	3·26	1·19	1·21
	Total	State-managed Railways	79·55	89·42	90·82
		Company-managed Railways	80·11	93·79	94·39
		TOTAL	79·65	90·22	91·45

* Revised figures. † Parsis included in "other communities" in 1934.

§ Figures for B. & N. W. and R. & K. Rys. which were Company-managed Rys. in 1934 have been included in O. & T. Ry. under State-managed for purposes of comparison. Percentages have been altered accordingly for 1934 and 1943.

It will be observed that the Indian element in the superior services has risen from 39·77 per cent. on State-managed and 36·23 per cent. on Company-managed Railways in 1934 to 64·48 per cent. on State-managed and 64·08 per cent. on Company-managed Railways in 1944. Among Indians the percentages by communities in the years 1934 and 1944 were as shown below :—

Communities.	State-managed railways.		Company-managed railways.	
	Percentages.		Percentages.	
	1934.†	1944.	1934.†	1944.
Hindus { Other than depressed classes	23·24	35·60	24·73	39·91
Hindus { Depressed classes	..	..	..	0·21
Muslims	5·72	10·41	1·74	8·40
Anglo-Indians and Domiciled Europeans	6·57	10·95	6·29	10·50
Sikhs	1·31	2·50	0·87	1·48
Indian Christians	1·62	2·35	1·08	2·10
Parsis	*	2·43	*	1·48
Other Communities	1·31	0·24	1·52	..

* Parsis were included in " other communities " in 1934.

† Revised due to the transfer of management of O. & T. *viz* B. & N. W. and R. & K. Railways to the State.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over in the old scales of pay and to Rs. 200 per mensem and over in the new scales of pay, the corresponding figures are as under :—

Communities.	State-managed railways.		Company-managed railways.	
	Percentages.		Percentages.	
	1934.†	1944.	1934.†	1944.
Europeans	20·45	9·18	19·89	5·61
Indians—				
Hindus { Other than depressed classes	25·89	39·56	23·62	35·36
Hindus { Depressed classes	..	0·23	..	0·07
Muslims	5·55	9·38	1·73	2·87
Anglo-Indians and Domiciled Europeans	39·23	32·40	50·97	50·36
Sikhs	2·23	2·23	1·10	1·76
Indian Christians	2·85	2·87	1·79	3·19
Parsis	*	2·72	*	0·59
Other Communities	3·80	1·43	0·90	0·19
Total Indians	79·55	90·82	80·11	94·39

* Parsis were included in " Other communities " in 1934.

† Revised due to the transfer of management of O. & T. *viz.*, B. & N. W. and R. & K. Railways to the State.

76. Representation of minority communities in subordinate railway services.—The figures given in Appendix C. V(*b*), pages 270-271, of Volume II of this report show by communities, the number and percentage of subordinate staff (excluding inferior servants and labourers), recruited to both permanent and temporary posts on State and Company-managed Railways during the year

1943-44. The following figures show the over-all percentages on State and Company-managed Railways during the nine years ending with 1943-44.

	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
(i) Combined percentage figures of permanent & temporary recruitment.									
Europeans	0·19	0·2	0·1	0·1	0·2	0·1	0·1	0·1	0·0
Hindus	57·09	54·1	55·0	56·0	57·5	56·9	62·1	66·0	67·3
Muslims	28·50	31·2	29·9	29·9	29·2	28·8	27·5	24·7	24·9
Anglo-Indians and Domiciled Europeans.	8·33	8·7	9·2	7·6	7·5	6·9	3·9	3·5	2·8
Sikhs	1·70	2·1	2·3	2·2	2·1	2·2	2·2	2·1	1·6
Indian Christians	3·49 } 5·51	3·1 } 5·5	2·8 } 5·6	3·4 } 6·1	3·0 } 5·4	4·3 } 7·1	3·5 } 6·2	3·0 } 5·5	2·9 } 4·8
Parsis	0·32	0·3	0·5	0·5	0·3	0·6	0·5	0·4	0·3
Other communities	0·38	0·3	0·2	0·3	0·2	0·2	0·2	0·2	0·2
(ii) Percentage figures of permanent recruitment.									
Europeans	..	0·5	0·4	0·3	0·2	0·1	0·1	0·1	0·0
Hindus	..	55·6	56·0	54·4	58·0	58·7	65·0	68·6	60·6
Muslims	..	26·4	26·5	27·1	24·8	23·3	21·5	19·3	25·7
Anglo-Indians and Domiciled Europeans.	..	10·7	10·9	10·3	9·5	9·6	5·7	5·3	6·8
Sikhs	..	1·2	1·8	2·2	1·8	1·3	1·2	1·3	1·1
Indian Christians	..	4·5 } 6·2	3·6 } 6·0	4·2 } 7·3	4·5 } 7·1	5·6 } 7·9	5·2 } 7·4	4·2 } 6·3	4·4 } 6·2
Parsis	..	0·5	0·6	0·9	0·8	1·0	1·0	0·8	0·7
Other communities	..	0·6	0·2	0·6	0·4	0·4	0·3	0·4	0·7
(iii) Percentage figures of temporary recruitment.									
Europeans	..	..	0·1	..	0·2	0·1	0·1	0·1	0·0
Hindus	..	53·0	54·4	56·9	57·0	55·8	60·8	65·4	67·9
Muslims	..	34·6	31·8	31·4	31·9	31·9	30·0	26·0	24·3
Anglo-Indians and Domiciled Europeans.	..	7·4	8·3	6·1	6·3	5·4	3·2	3·0	2·4
Sikhs	..	2·8	2·5	2·2	2·4	2·7	2·6	2·2	1·6
Indian Christians	..	2·1 } 5·0	2·4 } 5·3	3·0 } 5·5	2·0 } 4·5	3·5 } 6·6	2·8 } 5·7	2·8 } 5·3	2·8 } 4·7
Parsis	..	0·1	0·4	0·3	0·1	0·4	0·3	0·3	0·3
Other communities	...	...	0·1	0·1	0·1	0·2	0·2	0·2	0·2

NOTE.—Separate figures for permanent and temporary recruitment are not available for 1935-36.

From the figures given above, it will be noticed that while Muslims just failed to obtain their required quota in the combined figure for permanent and temporary recruitment, they obtained more than the prescribed percentage in permanent posts. The Anglo-Indian and Domiciled European community, on the other hand, failed more markedly to obtain their stipulated reservation. In both these cases, the shortage in recruitment of these minority communities was due to the poor response received to advertised vacancies.

77. Reservation for Scheduled Castes.—In pursuance of the undertaking given in the Central Legislative Assembly in 1942, the Government of India have reviewed the policy which they have followed since 1934 in regard to the representation of Depressed Classes, since described in the Government of India Act, 1935 as " Scheduled Castes ", in services under their administrative control. In their Home Department Resolution No. F. 14/17-B/33, dated the 4th July 1934, the Government of India stated that in the then state of general education among these classes they did not consider that any useful purpose would be served by reserving for them a definite percentage of vacancies. In order, however, to secure a fair representation for Scheduled Castes they directed that duly qualified members of these classes might be nominated to a public service even though recruitment to that service was made by competition. The results obtained from this and other measures have not, however, so far been substantial and the Government of India, on reconsideration felt that the reservation of a definite percentage of vacancies might provide the necessary stimulus to candidates of these castes to obtain better qualifications and make themselves eligible for various Government posts and services. In August 1943, therefore, the Government of India issued orders reserving in the Superior Services 8⅓ per cent of all vacancies to be filled by direct recruitment for these castes provided candidates possessing the minimum qualifications prescribed were available. These orders also provided that the maximum age prescribed for recruitment should be increased by three years in favour of scheduled caste candidates and examination or selection fees reduced to 1/4th of the normal fee. The regulations for recruitment to the superior state railway services in India have been modified accordingly.

In the subordinate railway services, 8⅓ per cent. of all vacancies are also to be reserved for Scheduled Castes on all State owned Railways. In order to effect this, separate percentages on different

railways have been fixed taking into consideration population ratio of Scheduled Castes in the area served by a railway. These percentages are as follows:—

B. & A. Railway	7	O. & T. Railway	13
B. B. & C. I. Railway	5	B. N. Railway	10
E. I. Railway	12	M. & S. M. Railway	10
G. I. P. Railway	10	S. I. Railway	11
N. W. Railway	3	Railway Board and Miscellaneous Offices	8½

The above orders are applicable to both permanent and temporary vacancies on the above Railways. Detailed instructions were issued in Feburary, 1944.

78. North Western Railway Subordinate Service Commission.—The Subordinate Service Commission which was set up on the North Western Railway in July 1942 continued to function satisfactorily during the year under review. In spite of the abnormal conditions created by the war and severe competition in recruitment with the other departments, the Commission were able to hold 89 selections during the year in order to fill 3,702 vacancies in various grades of subordinate railway services. Of these, 62 selections were made on an examination-cum-interview basis, the examinations having been held at Lahore and conducted by the Commission. 11,110 applications were received in all for the posts advertised and 7,552 candidates were summoned for selection. 5,064 candidates attended written examinations, 4,537 were interviewed by the Commission and 3,609 candidates in all were recommended for appointment.

79. Anti-Corruption Organisation.—The drive against bribery and corruption on Railways was continued during the year under report with a considerable measure of success, considering the many opportunities which war time conditions afford for malpractices both on the part of the public and railway servants. Special Police aided by railway staff detected a number of cases which were investigated and sent up for trial and convictions were obtained. While the drive is against all delinquents, endeavours were made to detect more senior officials guilty of malpractices. Press publicity was given to convictions arising out of the work of the Special Police Establishment so as to keep the public and the general body of railway servants informed of the measures taken to eradicate corruption. Individual railways also gave wide publicity to the steps being taken against the giving and taking of bribes and renewed attempts were made to enlist the co-operation of Chambers of Commerce and all railway users. In order to expedite the final disposal of cases put up for trial the Government increased the number of Special Tribunals dealing with cases of corruption on railways and in other Departments.

80. Organised Labour—All India Railwaymen's Federation.—A special meeting (not mentioned in last year's report) was held between the Railway Board and the All India Railwaymen's Federation on the 26th March 1943 at which the questions of revision of dearness allowance and grain shop policy were discussed. Two meetings were held during the year under review, a special meeting on the 26th April 1943 and the 22nd half yearly meeting on the 3rd December 1943. The questions of revision of dearness allowance and grain shops policy were again discussed at the special meeting as also at the 22nd half yearly meeting together with the following subjects. (*a*) Extension of Provident Fund Benefits, (*b*) Scales of pay for draftsmen on the East Indian Railway, (*c*) Weekly rest days for permanent-way staff, (*d*) Application of the Hours of Employment Regulations to running staff, (*e*) Conversion of daily rated-staff to monthly rates, and (*f*) Reservation of a percentage of vacancies for the sons of Railway employees.

81. Grain Shops.—The year 1943-44 saw a prodigious development in the railway grain shop organization, which was commented on in para. 73 of last year's report. The necessity for stabilizing the cost of essential commodities and pegging dearness allowance prompted the Railway Board to fix the selling prices of commodities sold at railway grain shops at a level approximating to the prices ruling in August, 1942. Orders to this effect were issued in May, 1943. From thereon efforts were made to increase the range of commodities with the eventual establishment of 18 main commodity groups. These included such miscellaneous articles as standard cloth, soap, fuel and matches. In August 1943, following the decision of the Government of India to introduce civil rationing in urban areas, steps were taken to correlate the railway grain shop scheme with the civil rationing organizations, and detailed instructions in this behalf were issued in October, 1943. In December, 1943, it was decided to include milk for the young children of railway employees, and vegetables were also added to the commodity target.

At the close of the year under review, the number of grain shops on railways had risen to nearly 600 shops (435 static shops and 156 mobile vans); the number of ration card holders had risen to 805,000 with a monthly average of 695,582 for the year. Of commodities that can be expressed in maunds the shops sold 10,255,400 maunds during the year, with an average of 854,600 maunds per month or 1·23 maunds per ration card holder. In value, sales during the year totalled about 10 crores, rising from 33 lakhs in April 1943 to Rs. 1·8 crores in March, 1944, giving an average sale of about Rs. 81 lakhs per month or Rs. 11·73 per ration card holder per month. The cost of all the commodities sold during the year amounted to about Rs. 17·7 crores, while the cash realised by sales to employees at the concessional prices was 9·8 crores so that the loss incurred by affording relief in kind to staff was approximately 7·9 crores. The relief afforded to staff measured in terms of the difference between the railway selling prices and the local market prices during the year was over Rs. 8·8 crores with an average relief per ration card holder per month of Rs. 10·53, the lowest figure being Rs. 6·14 in March, 1944 and the highest Rs. 14·1 in August 1943. Great as this amount of relief is measured in cash it was enhanced by the supply of essential commodities which were often not available locally at any

price, owing to the conditions which prevailed in the country during the year under review. In addition, the man with a large family who was hardest pressed received most relief; employees were free from anxiety in regard to rising prices and the cash habit was inculcated by dealing at the shops. The cost of this organization was approximately 36 lakhs, and this includes freight charges at public rates —which came back into railway revenues. During the close of the year under review, the question of opening cost-price grocery shops so as to provide the more varied necessaries of life for higher paid railwaymen was taken under consideration.

82. Dearness Allowance.—In paragraph 74 of last year's report the scales of dearness allowance as they stood at the close of the year 1942-43 were detailed. During the year under review these remained unaltered until March, 1944, when the continued rise in the cost of living necessitated a review of the relief being given to the staff in conjunction with the relief in kind being afforded through the Railway Grain Shops. The dearness allowance was therefore revised from the 1st March, 1944 as below :—

	Pay limit	Allowance Rs. A. P.
(A) Bombay, Calcutta, and Cawnpore and such of their suburbs as have previously been included therein.	The pay limit was raised from Rs. 200 to Rs. 250 p.m.	16 0 0 p.m.
(B) Areas other than those specified in A above in towns of not less than 250,000 inhabitants according to the census of 1941.	The pay limit was raised from Rs. 175 to Rs. 200 p.m.	14 0 0 p.m.
(C) Areas other than those specified in (A) and (B) above in towns of not less than 50,000 inhabitants according to the census of 1941.	The pay limit was raised from Rs. 125 to Rs. 175 p.m.	11 0 0 p.m.
(D) Areas not included in (A) to (C) above	The pay limit was raised from Rs. 90 to Rs. 150 p.m.	9 0 0 p.m. The rate was raised from Rs. 8 (in 1942-43) to Rs. 9 p.m.

In respect of persons enrolled in the Indian Railway Units (Defence of India) Indian Engineers, the dearness allowance was fixed at the scales ruling with effect from 15-7-42, but the revised pay limits sanctioned with effect from 1-3-44 applied. The dearness allowance to Defence of India personnel was therefore as below from 1-3-44.

	Pay limit.	Allowance. Rs. A. P.
(A) Areas as in (A) above	The pay limit was raised from Rs. 120 p.m. (in 1942-43) to Rs. 250 p.m.	10 8 0 p.m.
(B) Areas as in (B) above	The pay limit was raised from Rs. 120 p.m. (in 1942-43) to Rs. 200 p.m.	10 8 0 p.m.
(C) Areas as in (C) above	The pay limit was raised from Rs. 90 p.m. (in 1942-43) to Rs. 175 p.m.	8 12 0 p.m.
(D) Areas as in (D) above	The pay limit was raised from Rs. 60 p.m. in (1942-43) to Rs. 150 p.m.	7 0 0 p.m.

83. Defence of India Corps (Railways).—It was reported last year that the staff had been organised into Military Railway Units (Defence of India) in certain parts of the country with the object of maintaining their morale, under the threat, or in the event of enemy action. This scheme continued to remain in force in those parts of the country in which it was originally introduced except that the units were removed from the Corps of Indian Engineers and, along with similar organisations introduced for staff at major Ports and in the Posts and Telegraphs Department were formed into a separate Corps designated the Defence of India Corps, the Railway Branch of this Corps being indicated by the addition of the word '(Railways)'. In view of improvement in the military situation, further recruitment of staff to the Defence of India Corps (Railways) was stopped with effect from 1-5-1943, though recruitment of freshly appointed staff continued to be permitted against wastage. The Bengal & Assam Railway, however, owing to the great demand for additional staff for construction and operational purposes, were allowed additional Units to enable them to enrol the extra staff coming to them from other Railways, etc.

84. Railway Staff and the War.—In para. 76 of last year's report certain concessions which were sanctioned in favour of staff for the removal of their families from threatened areas and in relief of war injuries etc., were mentioned. During the year under review, the more important concessions, such as family allotments and the war injuries scheme continued to remain in force. The War Injuries (Compensation Insurance) Act, 1943, which provides for the grant of relief for war injuries to workmen on a scale more or less equal to compensation under the Workmen's Compensation Act, was passed and the Act imposes a statutory liability on employers, including contractors engaging labour for more than one month, to join a compulsory scheme of insurance which provides for the grant of relief to workmen for war injuries on a higher scale as stated above. The War Injuries (Compensation Insurance) Act applies also to Railways except that Federal Railways were exempted from having to join the scheme of Insurance provided under the Act.

Special mention may also be made of the staff serving in certain areas in North-East India where vulnerability to enemy air attacks continued during 1942-43. The special allowance given to non-gazetted staff serving in these areas was continued during the year under review. The morale of the staff continued to remain high in spite of some casualties, particularly during enemy air raids on Chittagong.

Munitions production undertaken in Railway Workshops continued during the period under review and the number of railway staff solely engaged on this work on 31st March 1944 was nearly 18,000. While last year owing to the increase in traffic on Railways, it was found necessary to call a halt to the loan of technical personnel, especially in the case of railway officers, it was during the year under review, necessary to ask for the return of technical personnel previously lent to the Defence and other Civil Departments. The staff recalled are gradually rejoining their parent railways as they are released. The scheme of training staff for Railway Military Units continued to function and over 34,000 men had completed their training by the end of March, 1944. The scheme for training skilled artisans on behalf of the Labour Department also continued on Railways and the total number under training in February, 1944 was 3,756.

CHAPTER VIII

AMENITIES FOR PASSENGERS.

85. Inspite of the pre-occupation of Railways in their intensive war effort the policy of providing additional amenities for passengers continued to engage their attention during the year under review. Improvements made included the provision of additional waiting rooms, waiting halls and vendors' stalls at several stations. Some of the more important improvements are detailed in the following paragraphs.

86. Introduction of new types of third class carriages.—The acute shortage of material has continued to necessitate a restriction on building programmes and only 39 new third class bogie carriages conforming to the Board's approved standard were built and placed in service during the year.

87. Measures taken to ensure security of women passengers.—The safety of women passengers continued, as in the past, to receive the close attention of Railways. Progress continued in the execution of the steps for safety of women passengers outlined in last year's Report, such as, the provision of standard type throw-over catches on doors of the intermediate and third class Ladies' compartments as stock passed through shops ; fitting with standard type catches of frames in the windows and doors of intermediate and third class Ladies' compartments ; and location of third class Ladies' compartments as near as possible to the Guard's van. The South Indian Railway have now all their coaches having third class compartments reserved for women, both on the metre and broad gauges, provided with iron bars to the windows and internal safety catches to the doors ; the Madras and Southern Mahratta Railway continued to fit intermediate and third class Ladies' compartments with safety locking devices and with bars on windows as stock passed through shops ; and the Oudh and Tirhut Railway completed their programme of providing safety catches on doors and windows.

88. Booking offices and out agencies.—On the Bombay, Baroda and Central India Railway additional booking windows were opened at several stations on the Bombay Local and Suburban sections and a separate season ticket office was opened at Dadar. A combined enquiry and booking office known as Secunderabad Town Booking Office was opened on H. E. H. the Nizam's State Railway.

89. Waiting rooms and waiting halls.—About eighteen new waiting rooms at different stations were provided during the year including an upper class waiting room at Harihar (Mysore State), two intermediate class waiting rooms at Sukkur (N.W.R.), and an upper class waiting room at Sheoraphuli station (E. I. R.) was converted for the combined use of first, second and intermediate class passengers. Two of these new waiting rooms were for use of 'women' only. Besides, enclosures for the use of women were also provided at three more stations on the North Western Railway. The policy of making the station precincts more comfortable and hygienic for passengers was pursued and amenities provided on this account include provision of additional benches, improvements in water supply arrangements, installation of additional taps, provision of new bathing places and sanitary fittings in the existing bath rooms, construction of more high level platforms, covered way to foot-bridges and umbrella-sheds on passenger platforms at several stations on different railways.

The cleanliness of carriages and latrines in passenger trains continued to receive careful attention. These were attended to at starting points and at suitable stops *en route* in the early morning and at terminals. Additional staff including a number of sanitary inspectors, wherever necessary, were appointed.

90. Vendors' stalls in waiting halls and on platforms.—More than two dozen new stalls were opened at different stations. Moreover strict watch continued to be maintained on foodstuffs offered for sale at stalls through frequent inspections by Traffic officials and Railway medical authorities to ensure that the same were of good standard and properly safeguarded against contamination. Due to the general rise in prices of foodstuffs, however, the tariff rates for meals, refreshments, beverages, etc., had to be increased during the course of the year in order to maintain the pre-war standard of quality and service.

Additional *free canteens for troops* at several new stations were also opened by public-spirited bodies or individuals with the co-operation of Railways.

91. Steps taken to make available maximum passenger accommodation in running trains.—In spite of the reduced passenger train services, there has been a phenomenal upsurge in passenger travel during the year under review. Measures adopted with a view to minimise the consequent discomforts to the travelling public were generally the same as detailed in last year's report.

This subject also engaged the attention of the Central Advisory Council for Railways and some of the suggestions made by members, such as more separate trains for military personnel, appointment of flying squads of high paid staff for stricter checking of tickets and provision for road motor transport, have been receiving attention of Railways and in some directions, action has already been taken. Regular military specials primarily for personnel proceeding on leave are being run on several routes. The principal railways have appointed flying squads of high-paid staff to combat ticketless travel, and are taking steps to help, where possible, in the development of road transport to relieve congested sections of railways so as to cope with the transport needs of the country.

APPENDIX A

Convention Resolution of 1943

(Passed by the Legislative Assembly on 2nd March 1943)

" That whereas it has been found that the Convention, which was adopted under the Assembly Resolution, dated 20th September, 1924, and which was intended to relieve the General Budget from violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry on a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State, has not achieved these objects, this Assembly recommends to the Governor General in Council, that :

(*i*) for the year 1942-43, a sum of Rs. 2,35,32 thousand shall be paid to general revenues over and above the current and arrear contribution due under the Convention,

(*ii*) from the 1st April, 1943, so much of the Convention as provides for the contribution and allocation of surpluses to general revenues shall cease to be in force,

(*iii*) for the year 1943-44, the surplus on commercial lines shall be utilised to repay any outstanding loan from the depreciation fund and thereafter be divided 25 per cent. to the railway reserve and 75 per cent. to general revenues, the loss, if any, on strategic lines being recovered from General Revenues, and

(*iv*) for subsequent years and until a new convention is adopted by the Assembly, the allocation of the surplus on commercial lines between the railway reserve and general revenues shall be decided each year on consideration of the needs of the railways and general revenues, the loss, if any, on strategic lines being recovered from general revenues."

APPENDIX B

Officers of the Railway Department (Railway Board) and attached Offices on 31st March 1944.

The Hon'ble Sir Edward Benthall, Member of Council of the Governor General.

Railway Board.

Sir Leonard Wilson	Chief Commissioner of Railways.
Mr. Zahid Hussain, C.I.E.	Financial Commissioner of Railways.
Sir Hugh Raper	Member.
Col. H. W. Wagstaff, M. C.	Member.
Mr. Lakshmipati Misra	Member.
„ D. Colin Campbell	Director, Accounts.
„ S. E. L. West, C.I.E., O.B.E., V.D.	Director, Traffic.
„ I. S. Puri	Director, Finance.
Khan Bahadur M. D. Sheikh	Director, Establishment.
Mr. L. N. Flatt, C.I.E.	Director, Mechanical Engineering.
„ W. S. Benton	Director, Civil Engineering.
„ J. D. Michael, O.B.E.	Secretary.
Rao Bahadur R. V. Ramchandani	Deputy Director, Accounts.
Mr. A. K. Basu	Deputy Director, Traffic (Commercial).
Rao Bahadur V. Nilakantan	Deputy Director, Establishment.
Mr. A. R. Soofi	Deputy Director, Finance.
„ N. C. Watney	Deputy Director, Mechanical I, offg.
„ Thomas Kidd	Deputy Director, Stores I, Temporary.
„ H. F. Simpson	Deputy Director, Traffic (Transportation), Temporary.
„ B. Arora	Deputy Director, Traffic (Statistics), Temporary.
„ A. Johnson	Deputy Director, Mechanical II, Temporary.
„ Q. F. Rahman	Deputy Director, Civil Engineering I, Temporary.
„ C. Anwar Ali	Deputy Director, Stores II, Temporary.
„ C. N. Burns, M.B.E.	Deputy Director, Mechanical Engineering, Temporary.
Khan Bahadur Z. H. Khan	Deputy Director, Traffic (General), Temporary.
Mr. F. C. Badhwar, M.B.E.	Deputy Secretary, Temporary.
„ N. S. Bennett	Deputy Director, Mechanical III, Temporary.
„ K. L. Ghei	Deputy Director, Finance II, Temporary.
„ H. W. C. C. Smith	Assistant Secretary.
„ J. S. Sequeira	Asstt. Director, Traffic, Temporary.
Rai Bahadur P. C. Bahl	Officer on Special Duty (A.R.P.), Temporary.
Major A. Lamb	Officer on Special Duty (Wireless), Temporary.
Mr. K. C. Bakhle	Officer on Special Duty (Reconstruction), Temporary.
„ J. H. Bavin	Officer on Special Duty (Food), Temporary.
Khan Sahib Abdur Rahman	Officer on Special Duty (R.C.C.), Temporary.
Mr. Makhan Singh	Officer on Special Duty (Rolling Stock Enquiry), Temporary.

Attached Offices

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Volume II—Statistics

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„ 259	The estimation of Passenger earnings on new projects	A. LINES.
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The books and papers can be bought from the Manager of Publications, Delhi.

INTRODUCTORY NOTE

1. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand,

(*b*) One *crore* equals one hundred lakhs or ten millions.

(*c*) One *anna* equals 1/16th of a rupee.

(*d*) One *pie* equals 1/12th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

2. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47).

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SECTION A

SUMMARIES

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[*For details, see Statement 1, pages 22-23.*]

SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1942-43 and 1943-44 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

NOTE.—Please see note under heading of summary No. II (*a*).

(*In thousands of rupees.*)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col.4×100) / Col. 3	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [Difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10×100) / Col. 3
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1942-43*	*5,92,54,78*	*55,24,68*	*9·32*	*20,89*	*21,24,14*	*21,45,03*	*33,79,65*	..	*5·70*
	1943-44	5,98,96,41	60,42,48	10·09	11,67	21,84,52	21,96,19	38,46,29	..	6·42
2. State Lines worked by Companies or by Indian States.	*1942-43*	*1,79,80,79*	*15,91,67*	*8·85*	*63,25*	*6,79,54*	*7,42,79*	*8,48,88*	..	*4·72*
	1943-44	1,81,60,53	16,14,44	8·89	75,75	6,70,41	7,46,16	8,68,28	..	4·78
3. Miscellaneous items	*1942-43*	*16,39*	..	..	..	*—13*	*—13*	*13*	..	*0·84*
	1943-44	16,40	..	..	..	—1,62	—1,62	1,62	..	9·83
4. GRAND TOTAL	*1942-43*	*7,72,51,96*	*71,16,35*	*9·21*	*84,14*	*28,03,55*	*28,87,69*	*42,28,66*	..	*5·47*
	1943-44	7,80,73,34	76,56,92	9·81	87,42	28,53,31	29,40,73	47,16,19	..	6·04

*On open lines and on lines wholly or partly under construction (including ferries and suspense).

[*For details, see Statement 2 (a), pages 24—27.*]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1943 and 1944.

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted *into* rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s*. 6*d*. to the rupee.

(*In thousands of rupees.*)

Details.	State-owned lines worked by the State.		State-owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1943.	31st March 1944.	*31st March 1943.*	31st March 1944.	*31st March 1943.* (Cols. 2+4).	31st March 1944. (Cols. 3+5).
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year	..	..	..	..	..	..
(*b*) To end of the year	*1,35,98,19*	1,35,98,19	*25,11,24*	25,11,24	*1,61,09,43*	1,61,09,43
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works	*16,41,06*	2,00,33	*20,46*	52,89	*16,61,52*	2,53,22
(*b*) Rolling-stock	*—1,26,72*	—27,55	*—384*	10,62	*—1,30,56*	—16,93
(*c*) General charges	*—56*	—300	*—4*	7	*— 60*	—293
(*d*) Stores, etc., not finally Charged off in the accounts.	*2,69,46*	4,68,84	*40,27*	1,33,33	*3,09,73*	6,02,17
(*e*) Total	*17,83,24*	6,38,62	*56,85*	1,96,91	*18,40,09*	8,35,53
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works	*3,14,01,00*	3,15,92,66	*99,29,80*	99,45,82	*4,13,30,80*	4,15,38,48
(*b*) Rolling stock	*1,12,58,12*	1,12,31,41	*44,50,16*	44,79,98	*1,57,08,28*	1,57,11,39
(*c*) General charges	*17,47,94*	17,55,62	*7,41,85*	7,42,68	*24,89,79*	24,98,30
(*d*) Stores, etc., not finally charged off in the accounts.	*12,49,53*	17,18,53	*3,64,13*	4,97,21	*16,13,66*	22,15,74
(*e*) Total	*4,56,56,59*	4,62,98,22	*1,54,85,94*	1,56,65,69	*6,11,42,53*	6,19,63,91
4. *Total Capital at charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*5,92,54,78*	5,98,96,41	*1,79,97,18*	1,81,76,93	*7,72,51,96*	7,80,73,34

11-B.—Summary of Capital Outlay to end of the years 1942-43

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1942-43*	*3*	*—9*	*Nil*	*—2*	*—8*
	1943-44	Nil	—16	Nil	68	52
(b) Worked by the main line	*1942-43*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1943-44	5	Nil	Nil	Nil	5
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1942-43*	*19*	*9*	*2*	*Nil*	*30*
	1943-44	20	1,32	Nil	Nil	1,52
3. Branch line Companies' Railways under guarantee and rebate terms.	*1942-43*	*1,36*	*Nil*	*4*	*Nil*	*1,40*
	1943-44	—1,36	Nil	—4	Nil	—1,40
4. Companies' lines subsidized by the Government of India.	*1942-43*	*5*	*—69*	*2*	*1,41*	*79*
	1943-44	2	—20	2	40	24
5. Companies' lines subsidized by Provincial Governments.	*1942-43*	*Nil*	*—3*	*—3*	*20*	*9*
	1943-44	2	Nil	Nil	1,21	1,23
6. Lines owned by Unassisted Companies and Private Bodies.	*1942-43*	*1,70*	*—11*	*Nil*	*3*	*1,62*
	1943-44	3,66	Nil	Nil	Nil	3,66
7. District Board lines	*1942-43*	*3*	*Nil*	*Nil*	*Nil*	*3*
	1943-44	7	Nil	Nil	Nil	7
8. Companies' lines subsidised by DistrictBoards	*1942-43*	*32*	*—28*	*Nil*	*188*	*1,92*
	1943-44	75	61	Nil	1,61	2,97
9. Indian State lines worked by Indian States	*1942-43*	*33,29*	*7,77*	*1,63*	*—15,20*	*27,49*
	1943-44	—10,53	2,83	92	32,63	25,85
10. Indian State lines worked by the main line	*1942-43*	*1,24*	*—1,39*	*4*	*—3*	*—14*
	1943-44	3,74	8	1	—3,32	51
11. Companies' lines guaranteed by Indian States	*1942-43*	*2*	*Nil*	*Nil*	*Nil*	*2*
	1943-44	1	Nil	Nil	Nil	1
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1942-43*	*—2*	*Nil*	*Nil*	*Nil*	*—2*
	1943-44	—2	Nil	Nil	Nil	—2
13. TOTAL	*1942-43*	*38,21*	*5,22*	*1,72*	*—11,73*	*33,42*
	1943-44	—3,39	4,48	91	33,21	35,21
14. Miscellaneous	*1942-43*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1943-44	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	*1942-43*	*38,21*	*5,22*	*1,72*	*—11,73*	*33,42*
	1943-44	—3,39	4,48	91	33,21	35,21

and 1943-44 of other than State-owned Railways.

[*For details see Statement 2 (b), pages 28—39.*]

(*In thousands of rupees.*)

§ TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally chargedoff in the accounts.	Total.	Classification.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
91,78	*20,97*	*10,71*	*2,29*	*1,25,75*	(*a*) Worked by the branch line company.
91,77	20,81	10,71	2,98	1,26,27	
51,34	*1,17*	*3,30*	*Nil*	*55,81*	(*b*) Worked by the main line.
51,39	1,17	3,30	Nil	55,86	
4,41,36	*50,71*	*66,13*	*Nil*	*5,58,20*	2. Branch line Companies' Railways under rebate terms worked by the main line.
4,41,48	52,11	66,13	Nil	5,59,72	
1,82,95	*2,88*	*9,92*	*2,00*	*1.97,75*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,81,59	2,88	9,88	2,00	1,96,35	
**1,75,73*	*60,75*	*8,19*	*5,22*	*2,49,89*	4. Companies' lines subsidized by the Government of India.
*1,75,75	60,55	8,21	5,62	2,50,13	
1,09,46	*70,77*	*20,88*	*2,81*	†*2,03,92*	5. Companies' lines subsidized by Provincial Governments.
1,09,48	70,77	20,88	4,02	†2,05,15	
77,11	*8,32*	*2,29*	*14*	††*87,86*	6. Lines owned by Unassisted Companies' and Private Bodies.
80,78	8,32	2,29	14	**91,53	
48,34	*4,90*	*4,90*	*Nil*	*58,14*	7. District Board lines.
48,41	4,90	4,90	Nil	58,21	
85,24	*43,57*	*55*	*5,02*	*1,34,38*	8. Companies' lines subsidized by District Boards.
85,98	44,19	55	6,63	1,37,35	
33,96,38	*10,86,33*	*2,16,46*	*1,20,30*	*48,19,47*	9. Indian State lines worked by Indian States.
33,85,86	10,89,16	2,17,37	1,52,94	48,45,33	
8,53,05	*50,31*	*68,77*	*6,57*	*9,78,70*	10. Indian State lines worked by the main line.
8,56,81	50,36	68,78	3,25	9,79,20	
8,59	*6,39*	*1,76*	*Nil*	*16,74*	11. Companies' lines guaranteed by Indian States.
8,60	6,39	1,76	Nil	16,75	
§§*2,43,24*	*Nil*	*1,51*	*Nil*	*2,44,75*	12. Lines in Foreign territory worked by British Indian Railway Companies.
‡2,43,21	Nil	1,51	Nil	2,44,72	
57,64,57	*14,07,07*	*4,15,37*	*1,44,35*	*77,31,36*	13. Total.
57,61,11	14,11,61	4,16,27	1,77,58	77,66,57	
8,23	*Nil*	*64*	*Nil*	‡‡*8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	‡‡8,87	
57,72,80	*14,07,07*	*4,16,01*	*1,44,35*	*77,40,23*	15. GRAND TOTAL.
57,69,34	14,11,61	4,16,91	1,77,58	77,75,44	

* Includes Rs. 11,95,000 being the capital outaly of Matheran (Hill) Light Railway to the end of 1927-28, the details of which are not available.

‡ Includes Rs. 2,31,25,000 } being the capital outlay of the West of India Portuguese Railway, the details of which are not
§§ Includes Rs. 2,31,28,000 } available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

†Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

**Includes Rs. 34,36,000 }
†† Includes Rs. 30,70,000 } in respect of Cochin Harbour Railway, details for which are not available.

‡‡ Made up of outlay by Forest Department on the Alnavar Dandeli Railway.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1942-43 and 1943-44.

Particulars.	Central.						Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
	1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.
1	2	3	4	5	6	7	8	9
1. Interest on sterling debt . £	*1,361,167*	432,235	*53,181*	65	..	..	*1,414,348*	432,300
2. Interest on capital contributed by companies :—								
(*a*) On share capital . . £	*102*	54,855	*315,000*	315,000	..	..	*315,102*	369,855
(*b*) On debenture and debenture stock.	*99,206*	..	*183,172*	5,331	..	..	*282,378*	5,331
3. Total . . . £	*99,308*	54,855	*498,172*	320,331	..	..	*597,480*	375,186
4. Grand Total . . £	*1,460,475*	487,090	*551,353*	320,396	..	..	*2,011,828*	807,486
5. Converted into rupees at average rate of exchange. (In thousands of rupees.)	*1,94,81*	65,09	*73,51* (*a*)	41,33	*13* (*a*)	7(*a*)	*2,68,45*	1,06,49
6. Interest on capital outlay provided by Government. (In thousands of rupees.)	*15,84,81*	17,16,32	*5,45,16*	5,44,13	*—26*	—169	*21,29,71*	22,58,76
7. Interest on rupee debt and annuities. (In thousands of rupees.)	*3,44,52*	4,03,11	*60,87*	84,95	..	..	*4,05,39*	4,88,06
Grand Total . . (In thousands of rupees.).	*21,24,14*	21,84,52	*6,79,54*	6,70,41	*—13*	—162	*28,03,55*	28,53,31

(*a*) Represents exchange charges.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1942-43 and 1943-44.

(In thousands of rupees.)

Class of Railways.	Year.	Gross Revenue Receipts.			Working expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary Working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State.	*1942-43*	*1,20,13,83*	*—69,12*	*1,19,44,71*	*51,54,78*	*9,55,20*	*75,03*	*61,85,01*	*2,35,02*	*55,24,68*	*42·03*
	1943-44	1,43,01,70	15,60	1,43,17,30	68,87,04	12,58,73	—14,06	81,31,71	1,43,11	60,42,48	56·96
State Railways worked by Companies or Indian States and Miscellaneous.	*1942-43*	*36,31,84*	*—29,01*	*36,02,83*	*16,59,13*	*3,02,45*	*8,65*	*19,70,23*	*40,93*	*15,91,67*	*45·68*
	1943-44	42,44,97	—19,66	42,25,31	21,74,53	4,28,59	—37,91	25,65,21	45,66	16,14,44	61·32
Total	*1942-43*	*1,56,45,67*	*—98,13*	*1,55,47,54*	*68,13,91*	*12,57,65*	*83,68*	*81,55,24*	*2,75,95*	*71,16,35*	*43·55*
	1943-44	1,85,46,67	—4,06	1,85,42,61	90,61,57	16,87,32	—51,97	1,06,96,92	1,88,77	76,56,92	57·96

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of Capital at Charge / Capital Outlay†, Revenue Earnings and Expenses of Railways for the year 1942-43 and 1943-44.*

[In thousands of rupees.]

(Note.—Please see notes under headings of Summary IIA and Statement 5).

Classification.	Year.	For the system, i.e., both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 4— 5).	Percentage of working expenses to gross earnings. {Col. 5 × 100 / Col. 4.}	Percentage of net earnings on total capital at charge given in Column 3. {Col. 6 × 100 / Col. 3.}
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1942-43*	*(c)8,20,97,61*	*1,63,35,47*	*84,34,25*	*79,01,22*	*51·62*	*9·62*
	1943-44	8,29,65,53	1,93,50,08	1,11,31,76	82,18,32	57·53	9·91
Class II Railways	*1942-43*	*21,17,50*	*3,72,92*	*1,64,00*	*2,08,92*	*43·98*	*9·87*
	1943-44	21,30,21	4,30,66	1,92,10	2,38,56	44·61	11·20
Class III Railways	*1942-43*	*5,96,88*	*(c) 80,35*	*(c) 50.85*	*(c) 29,50*	*(c) 63·29*	*(c) 4·94*
	1943-44	5,66,86	98,75	59,41	39,34	60·16	6·98
Other items not included in the preceding heads	*1942-43*	*1,80,17*	*1*	*2,80*	*—2,79*	..	..
	1943-44	1,86,18	2	2,80	—2,78	..	..
		By Ownership.					
Total State Railways (*a*)	*1942-43*	*(c)7,70,71,76*	*1,53,54,90*	*79,44,13*	*74,10,77*	*51·74*	*9·62*
	1943-44	7,78,87,16	1,82,10,32	1,05,74,22	76,36,10	58·07	9·80
Other items not included in the preceding heads.	*1942-43*	*1,80,17*	*1*	*2,80*	*—2,79*	..	..
	1943-44	1,86,18	2	2,80	—2,78	..	..
Total other Railways	*1942-43*	*77,31,36*	*(c) 14,33,07*	*(c) 7,04,45*	*(c) 7,28,62*	*(c) 49·16*	*(c) 9·42*
	1943-44	77,66,57	16,68,29	8,08,54	8,59,75	48·47	11·07
Miscellaneous (*b*)	*1942-43*	*8,87*	*77*	*52*	*25*	..	..
	1943-44	8,87	88	51	37	..	..
Grand Total	*1942-43*	*(c)8,49,92,16*	*(c)1,67,88,75*	*(c) 86,51,90*	*(c) 81,36,85*	*(c) 51·53*	*9·57*
	1943-44	8,58,48,78	1,98,79,51	1,13,86,07	84,93,44	57·28	9·89

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

(*c*) Revised figures

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62—77.*]

VI. *Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, *Revenue Earnings, Expenses and Mileage of Railway classified according to methods of working for the years 1942-43 and 1943-44.*

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route Mileage on 31st March.	In thousands of rupees.				Remarks.
			‡ Total Capital at charge. / Capital Outlay.	Gross earnings§	Working expenses§	Net earnings.	
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1942-43*	*22,295·84*	*†† 5,90,90,97*	*1,17,99,78*	*60,24,34*	*57,75,44*	
	1943-44	22,301·28	5,97,26,63	1,40,59,88	80,23,86	60,36,02	
2. State lines worked by (‖) companies. (*a*)	*1942-43*	*8,653·86*	*1,79,80,79*	*35,55,12*	*19,19,79*	*16,35,33*	
	1943-44	8,621·37	1,81,60,53	41,50,44	25,50,36	16,00,08	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1942-43*	*177·93*	*1,25,75*	*9,82*	*9,52*	*30*	
	1943-44	177·93	1,26,27	14,67	10,87	3,80	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1942-43*	*82·61*	*55,81*	*3,00*	*1,51*	*1,49*	
	1943-44	82·61	55,86	3,59	1,81	1,78	
5. Branch line companies railways under Rebate terms, worked by the main line.	*1942-43*	*867·30*	*5,58,20*	*69,84*	*37,83*	*32,01*	
	1943-44	867·30	5,59,72	83,43	44,05	39,38	
6. Branch line companies' railways under Guarantee and Rebate terms.	*1942-43*	*178·70*	*1,97,75*	*18,13*	*8,24*	*9,89*	
	1943-44	178·70	1,96,35	19,05	8,77	10,28	
7. Companies' lines subsidized by the Government of India.	*1942-43*	*307·68*	*2,49,89*	*45,82*	*21,49*	*24,33*	
	1943-44	307·68	2,50,13	56,69	24,59	32,10	
8. Companies' lines subsidized by Provincial Governments.	*1942-43*	*135·07*	*2,03,92*	*42,52*	*24,15*	*18,37*	
	1943-44	135·07	2,05,15	49,75	32,23	17,52	
9. Lines owned by Unassisted companies and Private bodies.	*1942-43*	*102·45*	*87,86*	*9,70*	*6,46*	*3,24*	
	1943-44	108·10	91,53	11,30	7,18	4,12	
10. District Board lines.	*1942-43*	*83·97*	*58,14*	*9,03*	*4,94*	*4,09*	
	1943-44	84·07	58,21	10,83	5,58	5,25	
11. Companies' lines subsidized by District Boards.	*1942-43*	*258·21*	*1,34,38*	*†† 35,46*	*†† 22,08*	*†† 13,38*	
	1943-44	258·21	1,37,35	43,10	26,41	16,69	
12. Indian State lines worked by Indian States.	*1942-43*	*6,164·49*	*48,19,47*	*9,54,51*	*4,55,97*	*4,98,54*	
	1943-44	6,173.06	48,45,33	11,05,57	5,13,96	5,91,61	
13. Indian State lines worked by the main line.	*1942-43*	*1,085·64*	*9,78,70*	*2,08,70*	*98,87*	*1,09,83*	
	1943-44	1,085·64	9,79,20	2,32,10	1,14,99	1,17,11	
14. Companies' lines guaranted by Indian States	*1942-43*	*38·63*	*16,74*	*2,65*	*1,24*	*1,41*	
	1943-44	38·63	16,75	3,98	1,96	2,02	
15. Lines in foreign territory worked by British Indian railway companies.	*1942-43*	*73·54*	*2,44,75*	*23,89*	*12,15*	*11,74*	
	1943-44	73·54	2,44,72	34,23	16,14	18,09	
16. Miscellaneous (*b*).	*1942-43*	*19·12*	*8,87*	*77*	*52*	*25*	
	1943-44	19·12	8,87	88	51	37	
17. Other items not included in the preceding heads.	*1942-43*	..	*1,80,17*	*1*	*2,80*	*—2,79*	
	1943-44	..	1,86,18	2	2,80	—2,78	
18. Total.	*1942-43*	*40,525·04*	*†† 8,49,92,16*	*†† 1,67,88,75·*	*†† 86,51,90*	*†† 81,36,85*	
	1943-44	40,512·31	8,58,48,78	1,98,79,51	1,13,86,07	84,93,44	

*In the case of State-owned Railways.

† In the case of other than State-owned Railways.

‡On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Includes State lines worked by Indian States. †† Revised figures.

(*a*) Please see footnote (*a*) in Summary V on page 7. (*b*) Represents figures pertaining to Alnavar-Dandoli Provincial railway.

(For details, see statement 8, pages 63—77)

VII.—Summary of the Mileage of Railways as on 31st March, 1944.

Classification.	Route mileage open on the 31st March 1944.			Track Mileage open on the 31st March 1944.			Route mileage opened during the financial year 1943-44.	Route mileage authorised but not open for traffic on 31st March 1944.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,221·44	3,452·40	20,673·84	24,421·09	8,077·21	32,498·30	1·11	1·99	63·50
3′ 3-3/8″ gauge	13,985·96	96·45	14,082·41	14,194·41	3,023·63	17,218·04	8·33	*Nil*	†100·69
2′ 6″ and 2′ 0″ gauges	2,041·93	*Nil*	2,041·93	2,041·93	239·49	2,281·42	*Nil*	*Nil*	*Nil*
Total	33,249·33	3,548·85	36,798·18	40,657·43	11,340·33	51,997·76	9·44	1·99	164·19
(*b*) Class II Railways—									
3′ 3-3/8″ gauge	1,782·54	*Nil*	1,782·54	1,782·54	378·47	2,161·01	20·88	50·69	16·02
2′ 6″ and 2′ 0″ gauges	869·69	*Nil*	869·69	869·69	114·58	984·27	*Nil*	*Nil*	*Nil*
Total	2,652·23	*Nil*	2,652·23	2,652·23	493·05	3,145·28	20·88	50·69	16·02
(*c*) Class III Railways—									
3′ 3-3/8″ gauge	145·90	*Nil*	145·90	145·90	20·87	166·77	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	916·00	*Nil*	916·00	917·41	105·75	1,023·16	*Nil*	*Nil*	22·34
Total	1,061·90	*Nil*	1,061·90	1,063·31	126·62	1,189·93	*Nil*	*Nil*	22·34
II. (*a*) Total State owned Railways—									
5′ 6″ gauge	15,489·75	3,452·40	18,942·15	22,689·40	7,758·63	30,448·03	1·11	*Nil*	63·50
3′ 3-3/8″ gauge	10,584·81	78·63	10,663·44	10,757·62	2,571·71	13,329·33	8·33	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,336·18	*Nil*	1,336·18	1,336·18	184·39	1,520·57	*Nil*	*Nil*	*Nil*
Total	27,410·74	3,531·03	30,941·77	34,783·20	10,514·73	45,297·93	9·44	*Nil*	63·50
(*b*) Total Other Railways—									
5′ 6″ gauge	1,731·69	*Nil*	1,731·69	1,731·69	318·58	2,050·27	*Nil*	1·99	*Nil*
3′ 3-3/8″ gauge	5,329·59	17·82	5,347·41	5,365·23	851·26	6,216·49	20·88	50·69	116·71
2′ 6″ and 2′ 0″ gauges	2,491·44	*Nil*	2,491·44	2,492·85	275·43	2,768·28	*Nil*	*Nil*	22·34
Total	9,552·72	17·82	9,570·54	9,589·77	1,445·27	11,035·04	20·88	52·68	139·05
III. (*a*) Total State-managed Railways—									
5′ 6″ gauge	12,630·74	3,146·46	15,777·20	19,211·09	6,452·39	25,663·48	1·11	*Nil*	*Nil*
3′ 3-3/8″ gauge	7,202·63	57·09	7,259·72	7,316·81	1,903·89	9,220·70	8·33	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	988·30	*Nil*	988·30	988·30	130·81	1,119·11	*Nil*	*Nil*	*Nil*
Total	20,821·67	3,203·55	24,025·22	27,516·20	8,487·09	36,003·29	9·44	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	4,590·70	305·94	4,896·64	5,210·00	1,624·82	6,834·82	*Nil*	1·99	63·50
3′ 3-3/8″ gauge	8,711·77	39·36	8,751·13	8,806·04	1,519·08	10,325·12	20·88	50·69	116·71
2′ 6″ and 2′ 0″ gauges	2,839·32	*Nil*	2,839·32	2,840·73	329·01	3,169·74	*Nil*	*Nil*	22·34
Total	16,141·79	345·30	16,487·09	16,856·77	3,472·91	20,329·68	20·88	52·68	202·55
IV. Total by gauges—									
5′ 6″ gauge	17,221·44	3,452·40	20,673·84	24,421·09	8,077·21	32,498·30	1·11	1·99	63·50
3′ 3-3/8″ gauge	15,914·40	96·45	16,010·85	16,122·85	3,422·97	19,545·82	29·21	50·69	116·71
2′ 6″ and 2′ 0″ gauges	3,827·62	*Nil*	3,827·62	3,829·03	459·82	4,288·85	*Nil*	*Nil*	22·34
Grand Total	36,963·46	3,548·85	40,512·31	44,372·97	11,960·00	56,332·97	30·32	52·68	202·55

Note 1.—Route mileage open on 31st March 1943 . . . . . 40,525·04
Add minor extensions during 1943-44 . . . . . 30·32

Total . 40,555·36

Route mileage open on 31st March 1944 as shown in column 4 above . . . 40,512·31
Difference (*vide* details below) . . . . . —43·05

Net increase on the B. & A. Ry. chiefly on account of conversion to M.G. of N. G. line 9·84 miles and taking over of (0·90) mile from the O. & T. Rly. and dismantlement of Saaistaganj Habiganj Branch (8·47) miles . . . . . +2·27
Net increase on the B. B. & C. I. Ry is due to taking over Jalgaon Amalner Section from G. I. P. Rly. . . . . +33·53
Due to closing of certain line on the B. N. Railway . . . . . —1·83
Due to closing of Barabanki-Bahramaghat Branch of E. I. Ry. . . . . —7·73
Due to transfer of Jalgaon Amalner Section to B. B. & C. I. Rly. . . . . —34·25
Net increase on account of minor extension, remeasurement & realignment etc. on B. B. & C. I. & S. I. Railways . . . +4·90
Due to transfer of Barabanki—Burhwal Section to O. & T. Rly. . . . . —9·28
Due to the Jorhat Railway being partly taken over by the B. & A. Rly and partly dismantled . . . . . —32·50
Increase on M. & S. M. Rly. due to opening of By-pass connecting N. W.L. and S. W. L. . . . . +1·84

Total . —43·05

† Construction of the line has been suspended for want of materials.

Note 2.—The electrified route mileage on 31st March 1944 was 157·98 miles *vide* details in Statement No. 32, page 219.

VIII.—Summary of Rolling stock

Note:—The term 'in units' occurring in certain columns of these summaries indicates that the figures in these columns have

Classification.	Locomotives. Steam. No.	Locomotives. Electric No.	Locomotives. Total tractive effort in lbs. Steam.	Locomotives. Total tractive effort in lbs. Electric.	Rail Cars (Steam propelled.) No.	Rail Cars (Steam propelled.) Seats.	Rail Cars (Internal Combustion engine propelled.) No.	Rail Cars (Internal Combustion engine propelled.) Seats.	†Electric motor coaches. No. (In units.)	†Electric motor coaches. Seats.	†Electric motor coaches. Average weight in tons.	Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages. No. In units).	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	Other vehicles including brake vans. No. (In units.)	Railway Service vehicles (including officers' carriages.) No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.												*	**	**	**	**	*	
5′ 6″ gauge .	5,285	68	139,295,319	2,075,000	10	993	23	2,218	93	14,150	68	8,766	20,938	41,510	57,845	621,602	3,517	1,618
3′ 3⅜″ gauge .	2,242	4	33,468,946	41,600	6	623	4	232	24	1,248	37	* 6,266	** 9,209	** 11,526	** 16,736	** 294,172	* 1,586	833
2′ 6″ and 2′ 0″ gauges.			Number. 273		Number. 6		7	124	1	15	13	791	501	1,387	1,896	25,108	108	51
Class II Railways																		
3′ 3⅜″ gauge .			197		..		30	..	..	..	..	863	1,109	2,060	298	29,528	192	42
2′ 6″ and 2′ 0″ gauges			§113		§5		5	..	..	..	..	568	262	784	140	14,488	38	16
Class III Railways																		
3′ 3⅜″ gauge .			17		..		..	..	..	..	..	58	45	92	74	2,760	20	4
2′ 6″ and 2′ 0″ gauges.			146		§§1		§§7	..	..	..	..	509	‡497	‡437	1,279	13,118	45	25

IX.—Summary of Net additions to or Reduction

Classification.	Locomotives. Steam No.	Locomotives. Electric No.	Locomotives. Total tractive effort in lbs. Steam.	Locomotives. Total tractive effort in lbs. Electric.	Rail Cars (Steam propelled.) No.	Rail Cars (Steam propelled.) Seats.	Rail Cars (Internal Combustion engine propelled) No.	Rail Cars (Internal Combustion engine propelled) Seats.	Electric motor coaches. No. (In units.)	Electric motor coaches. Seats.	Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages. No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	Other vehicles including brake vans. No. (In units.)	Railway Service vehicles (including officers' carriages). No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.											*	**	**	**	**		
5′ 6″ gauge .	39	..	1,880,381	..	..	..	..	..	..	..	—53	—159	—301	—50	—2,854	*—29	169
3′ 3⅜″ gauge . †	22	..	313,306	..	..	..	—1	—65	..	..	* —112	** —64	** —193	** —88	** —8,219	*50	47
2′6″ and 2′0″ gauges			Number. —1		Number. ..		..	..	..	..	3	—6	—9	—36	—12	—1	12
Class II Railways																	
3′ 3⅜″ gauge .			..		..		..	..	..	..	7	—6	—30	1	309	..	1
2′ 6″ and 2′ 0″ gauges			3		..		—2	..	..	..	8	18	..	..	277	—1	..
Class III Railways.																	
3′ 3⅜″ gauge .			..		..		—2	..	..	..	—1	..	..	..	—38	2	1
2′ 6″ and 2′ 0″ gauges.			—5		..		1	..	..	..	5	—6	18	—178	271	—1	..
By Gauges.											*	**	**	**	**		
5′ 6″ gauge .	39	..	1,880,381	..	..		..	..	..	..	—53	—159	—301	—50	—2,854	—29	169
3′ 3⅜″ gauge .			Number. 22		..		—3	—65	..	..	—106	—70	—223	—87	—7,948	52	49
2′ 6″ and 2′0″ gauges.			—3		..		—1	..	..	..	16	6	9	—214	536	—3	12

* Military cars, Dining cars, Saloons (Royal and State) and Public Reserved carriages are treated as other coaching vehicles and included in columns 18 and 17 in Summaries VIII and IX respectively.

** Excludes seating accommodation of vehicles referred to at (*) above.

† Motor Coach composites.

§ 4 Steam Coaches previously included under locomotives have been shown in this report as rail cars steam propelled.

§§ 3 rail motors & one sentinel steam lorry have been shown under columns 6 and 8 respectively. In the previous reports they were shown vice versa

‡ 20 first class seats, shown in 2nd class in the previous reports, have been exhibited under proper columns.

in Service on 31st March 1944. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 224-225.*]

been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units).	Total Capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
94,118	1,994,588	40,961	888,435	4,160	97,275	12,986	4,908	191	5′ 6″ gauge.
37,892	500,739	2,536	41,923	2,805	40,323	4,622	2,938	21	3′ 3⅜″ gauge.
			Number. 3,360				123	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			5,016				105	..	3′ 3⅜″ gauge.
			2,383				23	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			120				..	..	3′ 3⅜″ gauge
			1,465				23	..	2′ 6″ and 2′ 0″ gauges.

in Rolling stock during the year 1943-44. [*For details, see Statement 11, pages 90—91 and Statement 35, page 226.*]

GOODS WAGONS. — Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors	Classification.
Covered wagons		Open wagons		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
1,063	24,949	—243	†† —3,808	351	691	29	5′ 6″ gauge.
251	2,922	10	335	3	16	—3	3′ 3⅜″ gauge.
		Number —9			—7		2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		64			..	..	3′ 3⅜″ guage.
		60			..	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		7			..	..	3′ 3⅜″ gauge
		—68			..	..	2′ 6″ and 2′ 0″ gauges.
							By Gauges.
1,063	24,949	—243	—3,808	351	691	29	5′ 6″ gauge.
		Total Number 335			16	—3	63′ 3⅜″ gauge.
		—17			—7	..	2′ 6″ and 2′ 0″ gauges.

†† Please refer to foot note (z) on page 87 of Statement 10.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*1,332,2*	2,020,4	*29,7*	43,8	*16,7*	14,6
2nd class . . . . . ,,	*8,778,2*	15,135,8	*347,5*	543,6	*38,7*	53,7
Inter class . . . . . ,,	*16,900,7*	24,512,4	*68,7*	79,2	§*206,5*	159,0
3rd class . . . . . ,,	*585,613,5*	735,920,6	*27,279,4*	34,263,3	§*12,233,2*	14,611,1
Total (*a*) . ,,	*612,624,6*	777,589,2	*27,725,3*	34,929,9	§*12,495,1*	14,838,4
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*261,737*	383,058	*1,249*	1,958	§*537*	359
2nd class . . . . . ,,	*734,153*	1,170,275	*14,442*	21,183	*1,122*	1,609
Inter class . . . . . ,,	§*954,566*	1,440,674	*1,581*	1,763	§*3,419*	3,096
3rd class . . . . . ,,	§*21,559,316*	28,440,451	*633,165*	791,052	§*187,469*	227,967
Total . ,,	§*23,509,772*	31,434,458	*650,437*	815,956	§*192,547*	233,031
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*196·5*	189·6	*42·1*	44·7	§32·2	24·6
2nd class . . . . . ,,	*83·6*	77·3	*41·6*	39·0	*29·0*	30·0
Inter class . . . . . ,,	§*56·5*	58·8	*23·0*	22·3	*16·6*	19·5
3rd class . . . . . ,,	§*36·8*	38·6	*23·2*	23·1	*15·3*	15·6
Total . ,,	§*38·4*	40·4	*23·5*	23·4	*15·4*	15·7
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*2,16,89*	3,11,11	*1,41*	2,42	*43*	57
2nd class . . . . . ,,	*3,59,39*	5,77,80	*8,06*	12,28	*1,04*	1,47
Inter class . . . . . ,,	*2,63,58*	3,98,13	*49*	62	*1,13*	1,20
3rd class . . . . . ,,	*38,51,66*	51,78,81	*1,33,94*	1,72,16	§*42,14*	54,01
Total . ,,	*46,91,52*	64,65,85	*1,43,90*	1,87,48	§*44,74*	57,25
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies.	*15·9*	15·6	*21·7*	23·7	*15·4*	30·5
2nd class . . . . . ,,	*9·40*	9·48	*10·7*	11·1	*17·8*	17·5
Inter class . . . . . ,,	§*5·30*	5·31	*5·95*	6·75	§*6·35*	7·44
3rd class . . . . . ,,	§*3·43*	3·50	*4·06*	4·18	§*4·32*	4·55
Total . ,,	§*3·83*	3·95	*4·25*	4·41	§*4·46*	4·72
6. Tons of goods carried (in thousands) (*b*) .	§*126,392*	127,157	*5,790*	5,538	§*1,061*	1,118
7. Net ton-miles (in thousands) . . .	*27,802,384*	28,064,751	*270,023*	258,272	*34,097*	37,561
8 Average miles a ton of goods was carried .	*220*	221	§*46·6*	46·6	§*32·1*	33·6
9. Earnings from goods carried (in thousands of rupees).	*94,96,30*	1,00,48,04	*1,97,25*	2,01,45	§27,61	32,33
10. Average rate charged for carrying a ton of goods one mile . . . Pies.	*6·56*	6·87	*14·0*	15·0	§*15·5*	16·5

[*For details, see Statements 12, 13 and 36, Pages 92—111 and 228—233.*]

Statistics for the years 1942-43 and 1943-44.

5′ 6″ gauge.		3′ 3½″ gauge.		2′ 6″ and 2′ 0″ gauges		All Railways.		Headings.
1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
1,043,8	1,589,9	*280,0*	421,4	*54,8*	67,5	*1,044,4*	1,552,6	1st class . . . No.
7,294,5	12,264,1	*1,674,2*	3,163,5	*195,7*	305,5	*8,078,3*	13,980,2	2nd class . . . ,,
13,858,4	19,828,7	*2,973,9*	4,502,6	*§343,6*	419,3	*§16,436,8*	23,732,8	Inter class . . . ,,
404,776,3	507,165,7	*190,354,3*	240,974,4	*§29,995,5*	36,654,9	*§596,695,7*	750,037,2	3rd class . . . ,,
426,973,0	540,848,4	*195,282,4*	249,061,9	*§30,589,6*	37,447,2	*§622,255,2*	789,302,8	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
228,181	330,321	*32,699*	51,821	*§2,643*	3,233	*§263,523*	385,375	1st class . . . Miles.
615,944	967,939	*126,301*	214,264	*7,472*	10,864	*749,717*	1,193,067	2nd class . . . ,,
§813,095	1,216,826	*§137,463*	216,192	*§9,008*	12,515	*§959,566*	1,445,533	Inter class . . . ,,
§15,305,859	20,143,801	*§6,509,113*	8,624,063	*§564,978*	691,606	§22,379,950	29,459,470	3rd class . . . ,,
§16,*963,079*	22,658,887	*§6,805,576*	9,106,349	*§584,101*	718,218	*§24,352,756*	32,483,445	TOTAL . ,,
								3. Average miles a passenger was carried—
218·6	207·8	*116·8*	123·0	*48·2*	47·9	*252·3*	248·2	1st class . . . Miles.
84·4	78·9	*75·4*	67·7	*38·2*	35·6	*92·8*	85·3	2nd class . . . ,,
§58·7	61·4	*§46·2*	48·0	*26·2*	29·8	*§58·4*	60·9	Inter class . . . ,,
§37·8	39·7	*§34·2*	35·8	18·8	18·9	*§37·5*	39·3	3rd class . . . ,,
§39·7	41·9	*§34·8*	36·6	*19·1*	19·2	*§39·1*	41·2	TOTAL . ,,
								4. Earnings from passengers carried in thousands of rupees)—
1,83,30	2,60,24	*31,54*	48,38	*3,89*	5,48	*2,18,73*	3,14,10	(1st class . . . Rs.
2,98,42	4,71,28	*64,13*	1,11,08	*5,94*	9,19	*3,68,49*	5,91,55	2nd class . . . ,,
2,27,83	3,40,92	*33,36*	53,63	*3,51*	5,40	*2,65,20*	3,99,95	Inter class . . . ,,
27,49,92	36,53,71	*11,58,71*	15,88,85	*§1,19,11*	1,62,42	*§40,27,74*	54,04,98	3rd class . . . ,,
34,59,47	47,26,15	*12,88,24*	18,01,94	*§1,32,45*	1,82,49	*§48,80,16*	67,10,58	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
15·4	15·1	*18·5*	17·9	*28·3*	32·5	*15·9*	15·6	1st class . . . Pies.
9·30	9·35	*9·75*	9·95	*15·3*	16·2	*9·44*	9·52	2nd class . . . ,,
§5·38	5·38	*§4·73*	4·76	*§7·48*	8·28	*§5·31*	5·31	Inter class . . . ,,
§3·45	3·48	*§3·42*	3·54	*§4·05*	4·51	*§3·46*	3·52	3rd class . . . ,,
§3·92	4·00	*§3·63*	3·80	*§4·35*	4·88	*§3·85*	3·97	TOTAL . ,,
99,734	99,221	*§29,163*	30,467	*§4,346*	4,125	*§95,260*	95,878	6. Tons of goods carried (in thousands) (*b*).
24,084,746	24,063,947	*3,827,761*	4,110,086	*193,997*	186,551	*28,106,504*	28,360,584	7. Net ton miles (in thousands).
§242·5	243·5	*§131·3*	134·9	*§44·6*	45·2	*295·1*	295·8	8. Average miles a ton of goods was carried.
76,48,32	80.00,17	*19,22,83*	21,21,10	*§1,50,01*	1,60,55	*§97,21,16*	1,02,81,82	9. Earnings from goods carried (in thousands of ruppees).
6·10	6·38	*9·64*	9·91	*14·8*	16·5	*6·64*	6·96	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more railways or two or more gauges as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

§Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, ***by Classes and Gauges*** *for the years 1942-43 and 1943-44.*

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	per men mile worked.	Per mean mile worked per week
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1942-43*	*79,01,22*	*4·74*	*21,160*	*84,34,25*	*5·04*	*431*	*1,63,35,47*	*9·79*	*43,650*	*837*
	1943-44	82,18,32	5·06	22,074	1,11,31,76	6·83	570	1,93,50,08	11·9	51,865	992
Class II Railways	*1942-43*	*2,08,92*	*3·76*	*7,925*	*1,64,00*	*2·92*	*118*	*3,72,92*	*6·69*	*14,085*	*270*
	1943-44	2,38,56	4·53	9,036	1,92,10	3·62	138	4,30,66	8·16	16,258	311
Class III Railways	*1942-43*	**29,50*	**1·30*	**2,692*	**50,85*	**2·25*	**89*	**80·35*	**3·55*	**7,332*	**141*
	1943-44	39,34	1·74	3,590	59,41	2·63	104	98,75	4·38	9,012	172
					By gauges.						
5′ 6″ Gauge	*1942-43*	*65,54,28*	*5·64*	*31,074*	*63,84,06*	*5·48*	*579*	*1,29,38,34*	*11·1*	*61,284*	*1,175*
	1943-44	66,72,97	5·94	31,714	84,98,46	7·75	771	1,51,71,43	13·5	72,036	1,378
3′ 3¾″ Gauge	*1942-43*	*15,14,22*	*3·03*	*9,408*	*20,19,44*	*3·98*	*238*	*35,33,66*	*7·01*	*21,795*	*418*
	1943-44	17,26,22	3·47	10,726	25,95,08	5·16	305	43,21,30	8·63	26,684	510
2′ 6″ and 2′ 0″ Gauges.	*1942-43*	**71,14*	**0·88*	**1,821*	**2,45,60*	*3·04*	*120*	**3,16,74*	**3·92*	**8,110*	**156*
	1943-44	97,03	1·25	2,508	2,89,73	3·72	143	3,86,76	4·97	9,995	191
					Total all railways.						
†TOTAL	*1942-43*	**81,39,64*	*4·67*	**19,815*	**86,49,10*	*4·94*	*402*	**1,67,88,74*	*9·61*	**40,777*	*782*
	1943-44	84,96,22	5·00	20,737	1,13,83,27	6·68	529	1,98,79,49	11·68	48,417	926

† The difference between these totals and those shown in Summary V and Statement 5 consists of "other items not included in the preceding heads" included in the latter two Statements.

* Revised figures.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238.*]

XII.—Summary of Train and Engine Mileage pertraining to Steam and Electric Locomotives for the years 1942—43 and 1943—44. (In thousands of miles.)

Particulars.			Year.	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1			2	3	4	5	6	7	8	9	10
						By	classes of	railways.			
Class I Railways	Steam		*1942-43*	*66,006*	*69,055*	*16,702*	*159,172*	*33,610*	*20,045*	*53,655*	*212,827*
			1943-44	62,623	67,537	17,288	154,801	34,911	19,690	54,601	209,402
	Electric		*1942-43*	*1,320*	*1,057*	*Nil*	*2,455*	*133*	*551*	*684*	*3,139*
			1943-44	1,621	858	Nil	2,557	188	570	758	3,315
Class II Railways	Steam		*1942-43*	†*1,124*	*896*	*3,430*	†*5,560*	*1,353*	*182*	*1,535*	†*7,095*
			1943-44	961	990	3,193	5,275	1,706	180	1,886	7,161
Class III Railways‖	Steam		*1942-43*	*568*	*272*	†*1,367*	†*2,263*	*283*	*289*	*572*	†*2,835*
			1943-44	560	259	1,395	2,257	306	281	587	2,844
							By gauges.				
5′ 6″ gauge	Steam		*1942-43*	*47,063*	*50,241*	*7,373*	*109,807*	*23,705*	*16,547*	*40,252*	*150,059*
			1943-44	45,184	47,883	7,723	105,744	24,380	16,093	40,473	146,217
	Electric		*1942-43*	*1,320*	*1,057*	*Nil*	*2,455*	*133*	*551*	*684*	*3,139*
			1943-44	1,621	858	Nil	2,557	188	570	758	3,315
3′ 3 3/8″ gauge	Steam		*1942-43*	*19,006*	*18,098*	*9,880*	*49,161*	*10,202*	*3,285*	*13,487*	*62,648*
			1943-44	17,444	19,028	10,014	48,845	11,205	3,440	14,645	63,490
2′ 6″ and 2′ 0″ gauges‖	Steam		*1942-43*	†*1,629*	*1,884*	†*4,246*	†*8,027*	*1,339*	*684*	*2,023*	†*10,050*
			1943-44	1,516	1,875	4,139	7,744	1,338	618	1,956	9,700
						Total all	railways.				
Total.	Steam		*1942-43*	†*67,698*	*70,223*	†*21,499*	†*166,995*	*35,246*	*20,516*	*55,762*	†*222,757*
			1943-44	64,144	68,786	21,876	162,333	36,923	20,151	57,074	219,407
	Electric		*1942-43*	*1,320*	*1,057*	*Nil*	*2,455*	*133*	*551*	*684*	*3,139*
			1943-44	1,621	858	Nil	2,557	188	570	758	3,315

*Includes light, assisting required, assisting not required, siding and departmental.
†Revised figures.
‡Excluding departmental.
‖The figures of Jorhat Railway have not been included as this railway was taken over by the B. & A. Rly. and partly converted into metre gauge and partly dismantled.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1944.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)		937,430	395,546	†37,128
2.* *Wagon miles*—(In thousands)—				
2·01 Loaded		1,540,278	504,942	24,809
2·02 Total (excluding brake vans and Departmental)		2,168,815	717,787	37,078
2·03 Percentage loaded of total		71·0	70·3	66·9
3.* Net or freight ton miles (In thousands)	Steam	23,409,199	3,810,661	105,022
	Electric‡	410,959	..	..
4.* *Gross ton miles (including weight of engine)*—(In thousands)—				
4·01 Passenger and proportion of mixed—Excluding departmental	Steam	25,556,395	6,147,191	310,878
	Electric‡	995,327	..	..
4·01 Passenger and proportion of mixed—Including departmental	Steam	25,746,170	6,215,621	311,039
	Electric‡	996,572	..	..
4·02 Goods and proportion of mixed—Excluding departmental	Steam	49,723,238	9,055,042	336,760
	Electric‡	913,805	..	..
4·02 Goods and proportion of mixed—Including departmental	Steam	51,574,869	9,521,614	357,208
	Electric‡	937,348	..	..
5.* *Vehicle and Wagon Usage*—				
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)		126	88	58
5·02 Wagon miles per wagon day (in terms of 4-wheelers)		39·7	33·0	17·1
5·03 Net ton miles per wagon day (in terms of 4-wheelers)		445	181	49
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)		15·3	7·55	4·23
6.* *Average speed of goods trains—Train miles per train engine hour*— Through Goods trains [excluding van goods and shunting (pick up) trains]—				
6·01 Main lines	Steam	§	§	..
	Electric‡	16·2	§	
6·02 Branch lines		§	§	..
6·03 Total	Steam	§	§	..
	Electric‡	16·2	§	..
All Goods trains—				
6·04 Main lines	Steam	10·1	10·8	..
	Electric‡	14·1	..	..
6·05 Branch lines		9·73	9·19	..
6·06 Total	Steam	10·0	10·3	8·52
	Electric‡	14·1	..	..
7.* *Average train load*—				
Passengers—				
7·01 Number of vehicles	Steam	22	21	..
	Electric‡	23	..	..
Passenger and proportion of mixed—				
7·02 Gross weight (including weight of engine)	Steam	504	288	..
	Electric‡	614	..	..
Goods—				
7·03 Main lines—Loaded wagons	Steam	34	26	..
	Electric‡	35	..	..
7·04 Main lines—Total	Steam	46	37	..
	Electric‡	43	..	..
7·05 Percentage loaded of total	Steam	72·5	69·9	..
	Electric‡	80·1	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.
† Represents Coaching and other Vehicles.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
**Average train load*—concld.				
Goods—*concld.*				
7·06 Branch lines—Loaded wagons		22	23	--
7·07 Branch lines—Total		34	31	--
7·08 Percentage loaded of total		63·2	72·3	--
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	467	176	59
	Electric‡	479	..	--
7·10 Gross weight (*including* weight of engine)	Steam	994	419	189
	Electric‡	1,051	..	..
7·11 Gross weight (*excluding* weight of engine)	Steam	877	359	139
	Electric‡	909	..	..
8.* *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		2·75	1·64	--
8·02 Goods and proportion of mixed		9·25	3·83	--
Light and assisting not required engine miles per 100 train miles—				
8·03 Passenger and proportion of mixed		3·10	1·98	..
8·04 Goods and proportion of mixed		10·3	4·49	..
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		8·26	7·71	..
9·02 Goods and proportion of mixed		39·7	37·6	..
9·03 Wagon miles per shunting engine hour		536	445	..
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		175	154	..
10·02 Net* ton miles per engine hour (including departmental)		1,927	816	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,247	2,038	..
11. *Engines and Engine Usage*—				
11·01 Average authorized stock	Steam	5,391	2,387	286
	Electric‡	66	..	..
11·02 Average total number on line	Steam	5,240	2,247	273
	Electric‡	66	..	..
11·03 Average number available for use	Steam	4,387	1,935	207
	Electric‡	55	..	..
11·04 Engine miles per day per engine on line (including departmental).	Steam	77	72	49
	Electric‡	137	..	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	17,397	7,374	1,889
	Electric‡	33,936	..	..
11·06 Net* ton miles per goods locomotive day in use	Steam	26,208	11,652	3,463
	Electric‡	49,898	..	--

* Excluding departmental.

‡ Excluding Electric Multiple Unit Suburban Trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		927,841	595,134	160,628
12·02 Passenger miles per route mile per annum		1,096,017	599,867	160,628
12·03 Net ton miles per running track mile per annum		985,376	274,221	53,083
12·04 Net ton miles per route mile per annum		1,163,981	276,402	53,083
12·05 Gross ton miles (including weight of engine) per running track mile per annum		3,300,855	1,113,419	327,703
12·06 Gross ton miles (including weight of engine) per route mile per annum		3,899,153	1,122,274	327,703
12·07 Train miles per running track mile per day		12·5	8·84	5.17
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	306	100	23
	Electric‡	4	..	*Nil*
13·02 Percentage of item 13·01 to average total number on line.	Steam	5·84	4·45	8·42
	Electric‡	6·06	6·21	*Nil*
In sheds and transportation workshops—				
13·03 Number	Steam	547	202	36
	Electric‡	7	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	10·4	8·99	13·2
	Electric‡	10·6	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		580	417	27
13·06 Other coaching vehicles		216	68	3
13·07 Percentage of item 13·05 to average total number on line		6·70	6·90	3·46
13·08 Percentage of item 13·06 to average total number on line		7·01	5·75	2·68
In sick lines and transportation Workshops—				
13·09 Passenger carriages		239	152	20
13·10 Other coaching vehicles		114	13	4
13·11 Percentage of item 13·09 to average total number on line		2·76	2·52	2·56
13·12 Percentage of item 13·10 to average total number on line		3·70	1·10	3·57
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		1,102	484	42
13·14 Percentage of item 13·13 to average total number on line		0·76	0·85	0·71
In sick lines and transportation Workshops—				
13·15 Number		4,693	1,137	150
13·16 Percentage of item 13·15 to average total number on line		3·24	2·00	2·55
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		62	83	1
13·18 Wagons—Number. (Monthly)		1,359	390	10

‡ Exoluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	29,649	*Nil*	*Nil*
14·02 Indian coal	6,848,087	1,508,266	167,302
14·03 Wood	12,022	5,012	90
14·04 Oil fuel	28,456	5	3
14·05† Total (in terms of coal)	6,941,695	1,510,280	167,343
14·06* Total net tons of coal consumed—Passenger and mixed	2,164,541	624,401	86,710
14·07 Total tons of coal consumed—Rail cars (Steam propelled)	1,008	76	165
14·08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled)	648	*Nil*	64
14·09* Total net tons of coal consumed—Goods service	3,592,161	623,354	59,406
14·10* Total net tons of coal consumed—Shunting (including siding)	861,025	169,369	15,862
14·11 Total tons of coal consumed—Locomotives on miscellaneous services	44,263	26,063	755
14·12 Total net tons of coal consumed—Departmental	278,049	67,017	4,381
14·13 Total tons of coal consumed on all Locomotive services	6,941,695	1,510,280	167,343
14·14* Lbs. of coal consumed per engine mile (Shunting including siding)	73·2	42·6	(*a*)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·15* Passenger and proportion of mixed	180·6	196·4	485·5
14·16* Goods and proportion of mixed	164·0	172·8	503·9
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,465,413	1,634,672	321,216(*b*)
15·02 Total pints (Goods train)	6,808,342	1,347,391	
15·03 Pints per 100 engine miles (Passenger and Mixed)	9·50	6·34	6·52(*b*)
15·04 Pints per 100 engine miles (Goods)	11·9	6·62	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,634,702	1,131,587	(*a*)
15·06 Pints per 1,000 vehicle miles	1·34	0·89	(*a*)

* Excluding Departmental.
† 2½ tons of wood=1 ton of coal.
0·55 ton of oil fuel=1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B

STATEMENTS

STATEMENTS.

1. *Statement of Net Revenue Receipts of State-owned Railways for the year 1943-44 and of the per Government after meeting all charges*

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1944.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 3 × 100) / Col. 2
1	2	3	4
Central.			
State Lines worked by the State.			
1. Bengal and Assam	80,84,52	3,14,55	3·89
2. Bombay, Baroda & Central India	75,02,75	8,83,21	11·77
3. East Indian	1,51,33,08	12,93,36	8·55
4. Great Indian Peninsula	1,13,86,35	17,23,53	15·14
5. North Western (Commercial)	1,14,28,50	16,02,31	14·02
6. North Western (Strategic)	32,65,49	—91,64	—2·81
7. Coal Department	1,69,77	..	..
8. Oudh & Tirhut	29,25,95	3,17,16	10·84
9. Total	5,98,96,41	60,42,48	10·09
State Lines worked by Companies or Indian States.			
10. Bengal-Nagpur	90,01,51	4,51,26	5·64
11. Bezwada Extension and Dhone-Kurnool (N. S.)	46,12	11,26	24·42
12. Jodhpur-Hyderabad (British Section)	1,45,41	34,57	23·78
13. Madras and Southern Mahratta	53,86,32	6,45,33	11·98
14. South Indian	45,81,17	4,73,28	10·33
15. Railway Clearing Accounts	..	1,52	..
16. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	—2,73	..
17. Railway Board Accounts	..	—5	..
18. TOTAL	1,81,60,53	16,14,44	8·89
Miscellaneous Items.			
19. Miscellaneous items	16,40	..	..
20. *Deduct*—Interest during construction	..	..	..
21. TOTAL	16,40	..	..
22. ***Grand Total***	7,80,73,34	76,56,92	9·81

centage of those figures on the Capital at Charge, on 31st March 1944 also of the net gain or loss to against the net Revenue Receipts.

of statement No. 2 (*a*). *(In thousands of Rupees.)*

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2.	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State lines worked by the State.
66	2,85,58	2,86,24	28,31	..	·35	1. Bengal & Assam.
11,01	2,63,89	2,74,90	6,08,31	..	8·11	2. Bombay, Baroda & Central India.
..	5,93,76	5,93,76	6,99,60	..	4·62	3. East Indian.
..	3,93,10	3,93,10	13,30,43	..	11·68	4. Great Indian Peninsula.
..	4,11,41	4,11,41	11,90,90	..	10·42	5. North Western (Commercial).
..	1,18,19	1,18,19	..	2,09,83	—6·42	6. North Western (Strategic).
..	6,20	6,20	..	6,20	—3·65	7. Coal Department.
..	1,12,39	1,12,39	2,04,77	..	7·00	8. Oudh & Tirhut.
11,67	21,84,52	21,96,19	38,46,29	..	6·42	9. Total.
						State Lines worked by Companies or Indian States.
20,74	3,00,80	3,21,54	1,29,72	..	1·62	10. Bengal-Nagpur.
..	1,67	1,67	9,59	..	20,79	11. Bezwada Extension and Dhone-Kurnool (N. S.).
..	5,43	5,43	29,14	..	20,05	12. Jodhpur-Hyderabad (British Section).
21,31	2,09,86	2,31,17	4,14,16	..	7·69	13. Madras and Southern Mahratta.
33,70	1,52,65	1,86,35	2,86,93	..	6·26	14. South Indian.
..	..	..	152	..	..	15. Railway Clearing Accounts.
..	..	..	—2,73	..	..	16. Contribution to Depreciation Reserve Fund (Miscellaneous).
..	..	..	—5	..	..	17. Railway Board Accounts.
75,75	6,70,41	7,46,16	8,68,28	..	4·78	18. Total.
						Miscellaneous items.
..	26	26	—26	..	..	19. Miscellaneous items.
..	—1,88	—1,88	1,88	..	..	20. *Deduct*—Interest during construction.
..	—1,62	—1,62	1,62	..	9·83	21. Total.
87,42	28,53,31	29,40,73	47,16,19	..	6·04	22. **Grand Total.**

*The total gain (Central) for the year is as follows :—

Gain as per column 8 above	47,16,19
Add—Miscellaneous Railway Receipts	4,26,80
Government share of surplus profits from subsidized Companies	4,86
Deduct—Miscellaneous Railway expenditure	64,15
Net Gain ..	50,83,70

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1s. 6d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I—State Lines worked by the State.							
(i) Open Lines.							
Bengal & Assam	..	5,28,82	69,06	14,74	1,55	1,06,70	1,92,05
Bombay, Baroda & Central India	..	19,41,38	—11,86	—56,43	12	59,34	—8,83
East Indian	..	49,58,45	55,52	1,31	3,60	1,12,28	1,72,71
Great Indian Peninsula	..	49,09,94	—6,90	—96	..	1,08,58	1,00,72
North Western (Commercial)	..	12,59,60	31,91	12,18	68	74,60	1,19,37
North Western (Strategic)	..	..	—97,68	1,36	—9,01	*2,01	—1,03,32
Coal Department	..	..	—2,70*	..	..	8,70	6,00
Oudh & Tirhut	..	..	1,63,75	25	2	—3,37	1,60,65
Total I (i)	..	1,35,98,19	2,01,10	—27,55	—3,04	4,68,84	6,39,35
(ii) New Constructions.							
East Indian	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	—5	..	..	..	—5
North Western (Commercial)	..	..	—72	..	4	..	—68
North Western (Strategic)	..	..	..	..	..	..	..
Total I (ii)	..	..	—77	..	4	..	—73
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
Bengal-Nagpur	..	..	22,62	10,79	17	65,94	99,52
Bezwada Extension (N. S.)	..	..	4	..	..	..	4
Total Companies' Lines (Open lines) Carried over	..	..	22,66	10,79	17	65,94	99,56

*Includes (1) Campbellpur Reserve —9 and (2) Frontier Railway Reserve Nil.

Railways on the 31st March 1944.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(*i*) Open Lines.
51,72,13	16,81,71	3,96,25	3,05,61	75,55,70	80,84,52	Bengal & Assam.
38,69,02	12,78,87	1,99,01	2,14,47	55,61,37	75,02,75	Bombay, Baroda & Central India.
55,67,29	36,38,58	2,58,57	3,91,75	98,56,19	1,48,14,64	East Indian.
46,34,49	13,70,80	1,65,51	3,02,25	64,73,05	1,13,82,99	Great Indian Peninsula.
67,58,40	24,75,12	4,68,28	4,07,65	1,01,09,45	1,13,69,05	North Western (Commercial).
25,80,67	4,75,90	1,72,64 (*a*)	36,26	32,65,47	32,65,47	North Western (Strategic).
1,52,92	..	..	16,85	1,69,77	1,69,77	Coal Department.
25,18,65	3,03,68	60,28	43,34	29,25,95	29,25,95	Oudh & Tirhut.
3,12,53,57	1,12,24,66	17,20,54	17,18,18	4,59,16,95	5,95,15,14	Total I (*i*)
						(*ii*) New Constructions.
2,86,90	..	31,21	33	3,18,44	3,18,44	East Indian.
2,62	..	74	..	3,36	3,36	Great Indian Peninsula.
49,55	6,75	3,13	2	59,45	59,45	North Western (Commercial).
2	..	..	..	2	2	North Western (Strategic).
3,39,09	6,75	35,08	35	3,81,27	3,81,27	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States.
						(*i*) Open Lines.
47,33,84	26,85,60	3,31,77	2,50,30	80,01,51	80,01,51	Bengal Nagpur.
16,97	..	1,17	..	18,14	18,14	Bezwada Extension (N. S.).
47,50,81	26,85,60	3,32,94	2,50,30	80,19,65	80,19,65	Total Companies' Lines (Open Lines) Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(*a*) Includes (1) Campbellpur Reserve 3,03 and (2) Frontier Railway Reserve nil.

2. (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1*s*, 6*d*. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	..	22,66	10,79	17	65,94	99,56
Jodhpur	..	..	—26	..	..	1,03	77
Madras and Southern Mahratta	..	17,47,75	26,12	47	—23	34,26	60,62
Dhone-Kurnool (N. S.)	..	..	..	..	..	..	..
South Indian	..	7,63,49	4,76	—64	13	32,10	36,35
TOTAL II (*i*)	..	25,11,24	53,28	10,62	7	1,33,33	1,97,30
II (*ii*)—*New Constructions.*							
Jodhpur	..	..	—40	..	..	..	—40
TOTAL II (*ii*)	..	..	—40	..	..	..	—40
III.—*Miscellaneous Items.*							
Railway Board's Accounts—Account Current—(Exchange)	..	..	1	..	..	..	1
TOTAL III	..	..	1	..	..	..	1
GRAND TOTAL I—III	..	1,61,09,43	2,53,22	—16,93	—2,93	6,02,17	8,35,53

on the 31st March 1944—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

Capital outlay to end of Financial year including in the case of purchased Railways, expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
47,50,81	26,85,60	3,32,94	2,50,30	80,19,65	80,19,65	Total Companies' Lines (Open Lines)—Brought forward.
1,26,56	..	4,87	1,38	1,32,81	1,32,81	Jodhpur.
24,02,56	9,52,64	1,69,53	1,13,84	36,38,57	53,86,32	Madras and Southern Mahratta.
25,66	..	2,32	..	27,98	27,98	Dhone-Kurnool (N. S.).
26,28,65	8,41,74	2,15,60	1,31,69	38,17,68	45,81,17	South Indian.
99,34,24	44,79,98	7,25,26	4,97,21	1,56,36,69	1,81,47,93	Total II (*i*).
						II (*ii*) *New Constructions.*
11,58	..	1,02	..	12,60	12,60	Jodhpur.
11,58	..	1,02	..	12,60	12,60	Total II (*ii*)
						III.—*Miscellaneous Items.*
..	..	16,40	..	16,40	16,40	Railway Board's Accounts—Account Current—(Exchange).
..	..	16,40	..	16,40	16,40	Total III.
4,15,38,48	1,57,11,39	24,98,30	22,15,74	6,19,63,91	7,80,73,34	Grand Total I—III.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

2 (b).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc. not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES,						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	—2	—2
Bankura-Damoodar River	,,	*Nil*	*Nil*	*Nil*	29	29
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	26	26
Futwah-Islampur	,,	*Nil*	—16	*Nil*	—1	—17
Kalighat Falta	,,	*Nil*	*Nil*	*Nil*	16	16
TOTAL 1-(A)	..	*Nil*	—16	*Nil*	68	52
(B) Worked by the						
OPEN LINES.						
Chaparmukh-Silghat (B. & A.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Katakhal Lalabazar (B. & A.)	,,	5	*Nil*	*Nil*	*Nil*	5
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	5	*Nil*	*Nil*	*Nil*	5
OPEN LINES.		**2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE**				
Hoshiarpur-Doab (N.W.)—						
Jullundur-Mukerian (N.W.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Phagwara-Rahon (N.W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Mandra-Bhaun (N.W.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Sara-Sirajganj (B. & A.)	,,	7	*Nil*	*Nil*	*Nil*	7
Sialkot-Narowal (N.W.)	,,	—4	*Nil*	*Nil*	*Nil*	—4
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3¾″	2	*Nil*	*Nil*	*Nil*	2
Champaner-Shivrajpur-Pani Light (B.,B. & C.I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Central Provinces (G. I. P.)	,,	12	*Nil*	*Nil*	*Nil*	12
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N.W.)	,,	3	4	*Nil*	*Nil*	7
Khulna Bagerhat (B. & A.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mayurbhanj (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad-Kapadvanj (B., B. & C. I.)	,,	—5	*Nil*	*Nil*	*Nil*	—5
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	2	1,28	*Nil*	*Nil*	1,30
TOTAL (2)	..	20	1,32	*Nil*	*Nil*	1,52

year 1943-44 of other than State-owned Railways. *(In thousands of rupes.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company					OPEN LINES.
16,30	2,38	2,06	18	20,92	Ahmadpur-Katwa.
30,20	5,60	3,90	92	40,62	Bankura-Damoodar River.
14,63	3,67	1,71	90	20,91	Burdwan-Katwa.
15,52	2,11	1,40	15	19,18	Futwah-Islampur.
15,12	7,05	1,64	83	24,64	Kalighat-Falta.
91,77	20,81	10,71	2,98	1,26,27	TOTAL 1-(A).
Main Line.					OPEN LINES.
33,47	*Nil*	1,72	*Nil*	35,19	Chaparmukh-Silghat (B. & A.).
15,91	*Nil*	1,39	*Nil*	17,30*	Katakhal-Lalabazar (B. & A.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
51,39	1,17	3,30	*Nil*	55,86	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
33,88	*Nil*	3,13	*Nil*	37,01	Hoshiarpur-Doab (N.W.)— Jullundur-Mukerian (N. W.).
26,65	*Nil*	2,52	*Nil*	29,17	Phagwara-Rahon (N.W.).
24,73	*Nil*	3,13	*Nil*	27,86	Mandra-Bhaun (N.W.).
92,93	*Nil*	6,94	*Nil*	99,87	Sara-Sirajganj (B. & A.).
29,30	*Nil*	2,55	*Nil*	31,85	Sialkot-Narowal (N. W.).
34,56	3	4,07	*Nil*	38,66	Ahmedabad-Parantij (B., B.&. C. I.).
11,26	6,35	3,43	*Nil*	21,04	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,39	2,34	1,85	*Nil*	12,58	Dhond-Baramati (G. I. P.).
59,78	18,96	15,09	*Nil*	93,83	Central Provinces (G. I. P.).
8,96	1,83	3,42	*Nil*	14,21	Godhra-Lunavada (B., B. & C. I.).
17,75	5,35	1,67	*Nil*	24,77	Jacobabad-Kashmor (N. W.).
6,78	1,59	81	*Nil*	9,18	Khulna-Bagerhat (B. & A.).
22,78	66	1,37	*Nil*	24,81	Mayurbhanj (B. N.).
8,80	4,73	2,72	*Nil*	16,25	Nadiad-Kapadvanj (B., B. & C. I.).
12,42	2,01	3,80	*Nil*	18,23	Pachora-Jamner (G. I. P.).
42,51	8,26	9,63	*Nil*	60,40	Darjeeling-Himalayan Extensions.
4,41,48	52,11	66,13	*Nil*	5,59,72	TOTAL (2).

*Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Open Lines.						
Jamnagar-Dwarka	3′ 3⅜″	—1,36 (*a*)	*Nil*	—4(*a*)	*Nil*	—1,40
Mymensingh-Bhairab Bazar (B. & A.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (3)	..	—1,36	*Nil*	—4	*Nil*	—1,40
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Barsi Light†	2′ 6″	1	—37	2	1	—33
Shahdara (Delhi) Saharanpur Light*	,,	1	17	*Nil*	39	57
Matheran (Hill) Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)		2	—20	2	40	24
5. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Dibru-Sadiya	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan	2′ 0″	2	*Nil*	*Nil*	1,21	1,23
Total (5)	..	2	*Nil*	*Nil*	1,21	1,23
6. LINES OWNED BY UNASSISTED						
Open Lines.						
Cochin Harbour Railway (S. I.)	5′ 6″	‡‡3,66	..	..	..	‡‡3,66
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Parlakimedi Light (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (6)	..	**3,66	*Nil*	*Nil*	*Nil*	3,66

* Receives land only from Government.
† Receives land only from Government and Indian States.
‡ Receives land and rebate from Government.
‡‡ Represents total figure, details not being available.
(*a*) Decrease is due to amount received from the Defence department on account of Salaya Porodiya extension amounting to Rs. 1,40,898.

year 1943-44 of other than State-owned Railways—contd. *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					OPEN LINES.
62,72	2,88	2,88	2,00	70,48	Jamnagar-Dwarka.
1,18,87	*Nil*	7,00	*Nil*	1,25,87	Mymensingh-Bhairab Bazar (B. & A.).
1,81,59	2,88	9,88	2,00	1,96,35	TOTAL (3).
GOVERNMENT OF INDIA.					OPEN LINES.
1,27,94	45,37	8,14	2,83	1,84,28	Barsi Light.†
35,86	14,76	*Nil*	2,79	53,41	Shahdara (Delhi) Saharanpur Light.*
11,95	42	7	*Nil*	12,44 (*b*)	Matheran (Hill) Light.‡
1,75,75	60,55	8,21	5,62	2,50,13	TOTAL (4).
BY PROVINCIAL GOVERNMENTS.					OPEN LINES.
76,80	58,13	18,11	*Nil*	‖ 1,53,04	Dibru-Sadiya. §
32,68	12,64	2,77	4,02	52,11	Darjeeling-Himalayan.
1,09,48	70,77	20,88	4,02	2,05,15	TOTAL (5).
COMPANIES AND PRIVATE BODIES.					OPEN LINES.
*34,36	..	..	..	**34,36	Cochin Harbour Railway (S. I.).
19,48	*Nil*	*Nil*	*Nil*	19,48	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,81	2,76	1	14	11,72	Bengal Provincial.
17,49	5,30	2,16	*Nil*	24,95	Parlakimedi Light (B.N.).
64	26	12	*Nil*	1,02	Jagadhri Light.
80,78	8,32	2,29	14	91,53	TOTAL (6).

(*b*) Includes Rs. 11,95,000 being the capital outlay to the end of 1927-28, the details of which are not available.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

** The line has been constructed by the Cochin Harbour Authorities. Represents the total figure, details not being available.

§ As the Railway did not supply the information, the figures for 1941-42 have been adopted.

2 (b).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc. not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**7. DISTRICT**
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S. I.)	3 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Tinnevelly-Tiruchendur (S. I.)	,,	7	*Nil*	*Nil*	*Nil*	7
Total (7)	..	7	*Nil*	*Nil*	*Nil*	7
Open Lines.						**8. COMPANIES' LINES SUBSIDIZED**
Arrah-Sasaram Light	2′ 6″	*Nil*	*Nil*	*Nil*	5	5
Baraset-Basirhat Light	,,	*Nil*	27	*Nil*	27	54
Bukhtiarpur-Bihar Light	,,	3	*Nil*	*Nil*	3	6
Dehri-Rohtas Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Howrah-Amta Light	2′ 0″	12	34	*Nil*	126	172
Howrah Sheakhala Light	,,	60	*Nil*	*Nil*	*Nil*	60
Tezpur-Balipara Light	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	..	75	61	*Nil*	1,61	2,97

year 1943-44 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					**OPEN LINES.**
14,85	*Nil*	1,14	*Nil*	15,99	Tenali-Repalle (M. & S. M.).
8,80	4,90	1,26	*Nil*	14,96	Podanur-Pollachi (S. I.).
24,76	*Nil*	2,50	*Nil*	27,26	Tinnevelly-Tiruchendur (S. I.).
48,41	4,90	4,90	*Nil*	58,21	TOTAL (7).
BY DISTRICT BOARDS.					**OPEN LINES.**
18,75	7,55	11	28	26,69	*Arrah*-Sasaram Light.
19,56	7,32	*Nil*	63	27,51	Baraset-Basirhat Light.
10,74	5,73	*Nil*	34	16,81	Bukhtiarpur-Bihar Light.
(a) 6,56	4,17	37	72	(a) 11,82	Dehri-Rohtas Light.
21,55	13,62	*Nil*	466	39,83	Howrah-Amta Light.
5,62	4,20	*Nil*	*Nil*	9,82	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light.§
85,98	44,19	55	6,63	1,37,35	TOTAL (8).

(a) Includes Rs. 2,000 on account of Survey.

§ As the Railway did not supply the information, the figures for 1942-43 have been adopted for 1943-44 also.

2 (*b*).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc. not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(*a*) Open Lines.						
Nizam's State†	5′ 6″	1,41	79	35	21,86	24,41
Bhavnagar State	3-3⅜″	76	..	—1	—1,20	—45
Bikaner State	,,	92	31	*Nil*	—3,36	—2,13
Gaekwar's Baroda State (Mehsana)	,,	81	1,85	*Nil*	*Nil*	2,66
Gondal	,,	1,21	—45	*Nil*	19	95
Jaipur State	,,	—53	3,33	—10	1,02	3,72
Jetalsar-Rajkot (Gondal)	,,	1	*Nil*	*Nil*	—1	*Nil*
Jodhpur	,,	57	60	*Nil*	3,75	4,92
Junagadh State	,,	6	—2	*Nil*	—36	—32
Mewar State	,,	—19,14	—3,48	*Nil*	1,73	—20,89
Morvi	,,	33	*Nil*	*Nil*	34	67
Dharangadhra (Morvi)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mysore	,,	1,76	—7	*Nil*	6,49	8,18
Porbandar State (Gondal)	,,	1,54	*Nil*	*Nil*	11	1,65
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	·7	*Nil*	*Nil*	*Nil*	7
Cutch State	,,	..	1	*Nil*	*Nil*	1
Dholpur State*	,,	2	*Nil*	*Nil*	—2	*Nil*
Gaekwar's Baroda State	,,	—1,19	—4	64	2,09	1,50
Kolar District (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Scindia State	2′ 0″	14	*Nil*	*Nil*	*Nil*	14
Tarikere-Narasimharajapuram-Tramway (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (*a*)	..	—11,25	2,83	88	32,63	25,09
(*b*) Lines under construction.						
Sadulpur to Rewari (Bikaner State)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Sanganer Deoli (Jaipur) (including Jaipur-Sheodaspura realignment).	,,	72	*Nil*	4	*Nil*	76
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (*b*)	..	72	*Nil*	4	*Nil*	76
Total (9) [(*a*) + (*b*)]	..	—10,53	2,83	92	32,63	25,85

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Parauli Section.

† Includes figures for Metre Gauge.

year 1943-44 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES					
11,08,09	2,93,51	98,61	43,54	§15,43,75	Nizam's State.†
1,64,70	74,78	8,14	8,86	2,56,48	Bhavnagar State.
3,03,90	99,38	10,01	- 17,29	4,30,58	Bikaner State.
1,51,28	26,94	11,16	*Nil*	1,89,38	Gaekwar's Baroda State (Mehsana).
77,56	35,87	2,52	3,34	1,19,29	Gondal.
94,75	40,09	3,91	7,71	1,46,46	Jaipur State.
28,47	*Nil*	90	10	29,47	Jetalsar-Rajkot (Gondal).
3,03,49	1,75,08	4,35	20,55	5,03,47	Jodhpur.
1,21,20	31,90	5,15	5,48	1,63,73	Junagadh State.
80,99	18,60	5,32	3,13	1,08,04	Mewar-State.
72,33	41,04	2,24	7,85	1,23,46	Morvi.
14,43	4	67	*Nil*	15,14	Dhrangadhra (Morvi).
4,35,43	1,44,12	28,81	21,55	6,29,91	Mysore.
19,95	10,71	46	20	31,32	Porbandar State (Gondal).
9,40	*Nil*	1,19	*Nil*	10,59	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,22	3,99	2,10	2,03	24,34	Cutch State.
11,71	4,43	50	1,00	17,64	Dholpur State.*
2,41,77	57,67	22,65	10,31	3,32,40	Gaekwar's Baroda State.
14,61	12,38	1,50	*Nil*	28,49	Kolar District (Mysore).
1,02,20	15,48	6,05	*Nil*	1,23,73	Scindia State.
5,92	3,15	76	*Nil*	‡ 9,83	Tarikere-Narasimharajapuram Tramway (Mysore).
33,78,40	10,89,16	2,17,00	1,52,94	48,37,50	Total (*a*).
					(*b*) Lines under construction
45	*Nil*	*Nil*	*Nil*	45	Sadulpur to Rewari (Bikaner State).
57	*Nil*	*Nil*	*Nil*	57	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
5,57	*Nil*	30	*Nil*	5,87	Sanganer Deoli (Jaipur) (including Jaipur-Sheodaspura realignment).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State.)
7,46	*Nil*	37	*Nil*	7,83	Total (*b*).
33,85,86	10,89,16	2,17,37	1,52,94	48,45,33	Total (*a*)+(*b*)].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

2. (b)—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						10. INDIAN STATE LINES
(a) Open Lines.						
Bahawalnagar-Fort Abbas (N. W.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	12	*Nil*	*Nil*	*Nil*	12
Bina-Goona-Baran (G. I. P.)	,,	—3	*Nil*	*Nil*	*Nil*	—3
Jammu and Kashmir (Indian State section) (N.W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jind-Panipat (Indian State Section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	2	*Nil*	*Nil*	*Nil*	2
Ludhiana-Dhuri-Jakhal (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Nagda-Ujjain (B., B. & C. I.)	,,	*Nil*	*Nil*	1	*Nil*	1
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	,,	—19	*Nil*	*Nil*	*Nil*	—19
Rajpura-Bhatinda (N. W.)	,,	18	*Nil*	*Nil*	*Nil*	18
Shoranur-Cochin (including Idappalli Ernakulam Extension) (S. I.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Sirhind Rupar (N. W.)‡	,,	9	*Nil*	*Nil*	*Nil*	9
Cooch Behar State (B. & A.)	33⅓″	1	*Nil*	*Nil*	*Nil*	1
Jamnagar § (Jamnagar-Dwarka)	,,	3	3	*Nil*	*Nil*	6
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar-Dwarka)	,,	1	1	*Nil*	*Nil*	2
Palanpur State (B., B. & C. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	—3	*Nil*	*Nil*	*Nil*	3
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devagad Baria (B., B. & C. I.)	2′ 6″	11	*Nil*	*Nil*	*Nil*	11
Rajpipla State (B., B. & C. I.)†	,,	4	4	*Nil*	*Nil*	8
Total (a)	..	37	8	1	*Nil*	46
(b) Lines Under construction.						
Jam—Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).	3′ 3½″	3,37	*Nil*	*Nil*	—3,32	5
Total (b)	..	3,37	*Nil*	*Nil*	—3,32	5
Total (10) [(a) + (b)]	..	3,74	8	1	—3,32	51

*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

§ Includes figures for Hadmatiya-Ahed Jodiya Railway extension.

year 1943-44 of other than State-owned Railways—contd. *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					
					(*a*) OPEN LINES.
81,18	*Nil*	12,30	*Nil*	93,48	Bahawalnagar Fort Abbas (N. W.).
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,35	*Nil*	6,96	*Nil*	82,31	Bhopal Ujjain (G. I. P.).
93,70	18	8,24	*Nil*	1,02,12	Bina-Goona-Baran (G. I. P.).
11,33	*Nil*	60	*Nil*	11,93	Jammu and Kashmir (Indian State section). (N. W.)
15,84	*Nil*	1,73	*Nil*	17,57	Jind-Panipat (Indian State section (N. W.).
13,49	*Nil*	88	*Nil*	14,37	Khanpur-Chachran (N. W.).
11,70	*Nil*	64	*Nil*	12,34	Kolar Gold Fields (M. & S. M.).
47,79	*Nil*	2,29	*Nil*	50,08	Ludhiana-Dhuri-Jakhal (N. W.).
21,23	*Nil*	1,75	*Nil*	22,98	Nagda-Ujjain (B., B. & C. I.).
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) B., B. & C. I.)
8,71	*Nil*	33	*Nil*	9,04	Petlad-Cambay (T'pur-Cahv. sec.) (B., B. & C. I.)
79,09	*Nil*	2,71	*Nil*	81,80	Rajpura-Bhatinda (N. W.).
1,02,18	63	12,32	15	1,15,28	Shoranur-Cochin (S. I.)
29,64	*Nil*	2,08	*Nil*	31,72	Sirhind Rupar (N. W.).‡
19,98	1,07	96	*Nil*	22,01	Cooch Behar State (B. & A).
40,56	17,40	1,19	2,00	61,15	Jamnagar (Jamnagar-Dwarka).
22,49	*Nil*	1,21	*Nil*	23,70	Kolhapur State (M. & S. M.).
26,37	19,19	2,23	1,00	48,79	Okhamandal (Jamnagar-Dwarka).
5,90	*Nil*	15	*Nil*	6,05	Palanpur State (B., B. & C. I.).
60,14	4,59	7,58	*Nil*	72,31	Quilon Trivandrum Extension (Travancore Ry.) (S. I.).
1,98	*Nil*	10	*Nil*	2,08	Sangli State (M. & S. M.).
5,91	3,53	47	*Nil*	9,91	Piplod Devgad Baria (B. B. & C. I.).
15,09	3,77	1,23	*Nil*	20,09	Rajpipla State (B., B. & C. I.).
8,53,33	50 36	68,78	3,25	9,75,72	TOTAL (*a*):
					(*b*) LINES UNDER CONSTRUCTION.
3,48	*Nil*	*Nil*	*Nil*	3,48	Jam-Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar.)
3,48	*Nil*	*Nil*	*Nil*	3,48	Total (*b*).
8,56,81	50,36	68,78	3,25	9,79,20	TOTAL (10) (*a*) + (*b*)].

2 (b).—Statement of Capital Outlay to end of the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
Open Lines.						
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	1	*Nil*	*Nil*	*Nil*	1
Total (11)	...	1	*Nil*	*Nil*	*Nil*	1
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	—1	*Nil*	*Nil*	*Nil*	—1
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.)	,,	‡—1	...	...	...	‡—1
Total (12)	...	—2	*Nil*	*Nil*	*Nil*	2
13. Total (1) to (12)	...	[—3,39	4,48	91	33,21	35,21
14. MISCELLANEOUS	...	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. GRAND TOTAL	...	—3,39	4,48	91	33,21	35,21

‡Represents total figure, the details not being available.

year 1943-44 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,60	6,39	1,76	*Nil*	16,75	Bangalore-Chick Ballapur Light (Mysore).
8,60	6,39	1,76	*Nil*	16,75	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.)
5,83	*Nil*	37	*Nil*	6,20	Pondicherry (S. I.)
2,31,25		..	..	‡2,31,25	West of India Portuguese M. & S. M.
‡2,43,21	*Nil*	1,51	*Nil*	2,44,72	TOTAL (12).
57,61,11	14,11,61	4,16,27	1,77,58	77,66,57	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	MISCELLANEOUS. (14.)
57,69,34	14,11,61	4,16,91	1,77,58	77,75,44	15. GRAND TOTAL.

*Made up of outlay by Forest Department on the Alnavar-Dandeli Railway Rs. 8,87,000

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
STATE LINES WORKED BY THE STATE.						
Bengal and Assam†	17,84,89	32,36	18,17,25	12,66,83	66,15	1,75,61
Bombay, Baroda and Central India	19,29,19	39	19,29,58	8,47,69	1,22,67	1,74,34
East Indian	33,36,31	—20,29	33,16,02	17,39,96	1,05,01	3,03,14
Great Indian Peninsula	33,39,36	68	33,40,04	13,30,19	89,54	2,58,28
North Western	32,83,58	95	32,84,53	14,36,31	1,05,43	2,97,97
Oudh & Tirhut	6,28,37	1,51	6,29,88	2,66,06	15,03	49,39
Total	1,43,01,70	15,60	1,43,17,30	68,87,04	5,03,83	12,58,73
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Bengal-Nagpur	16,98,14	—5,91	16,92,23	10,45,15	86,23	2,12,41
Bezwada Extension and Dhone Kurnool	20,88	..	20,88	8,86	..	76
Jodhpur-Hyderabad (British Section)	68,02	—34	67,68	30,51	1,55	2,42
Madras and Southern Mahratta	14,11,05	—13,67	13,97,38	6,23,93	40,09	1,17,44
South Indian	10,46,88	26	10,47,14	4,66,03	32,92	92,83
Railway Clearing Accounts	..	..	..	..	..	..
Railway Board Accounts	..	..	..	5	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous).	..	..	..	..	..	2,73
Total	42,44,97	—19,66	42,25,31	21,74,53	1,60,79	4,28,59
GRAND TOTAL	1,85,46,67	—4,06	*1,85,42,61	90,61,57	6,64,62	16,87,32

*The total Railway Receipts for the year are :

	Rs.
Gross Receipts as per Col. 4 above	1,85,42,61
Add—Miscellaneous Railway Receipts	4,26,80
Government share of surplus profits from the subsidized companies, etc.	4,86
Total Receipts	1,89,74,27

† Includes figures of Bengal Dooars Railway after its purchase by the Government of India on the 1st January 1941.

Revenue Receipts of State-owned Railways for the year 1943-44. (*In thousands of rupees*).

Expenses.					Net Revenue Receipts of State-owned Railways (Cols. 4—11—12).	Percentage of Ordinary Working Expenses and Appropriation to Depreciation Fund on Earnings (Cols. 5+7×100) / Col. 2.	Class and Name of Railway.
system including worked lines. Suspense.	system including worked lines. Total (Cols. 5 to 8).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9—10).	Payment to Worked Lines.			
8	9	10	11	12	13	14	15
							State Lines worked by the State.
43,59	15,52,18	—66,15	14,86,03	16,67	3,14,55	80·81	Bengal and Assam.
—14,80	11,29,90	—1,22,67	10,07,23	39,14	8,83,21	52·98	Bombay, Baroda and Central India.
—20,44	21,27,67	—1,05,01	20,22,66	..	12,93,36	61·24	East Indian.
—15,35	16,62,66	—89,54	15,73,12	43,39	17,23,53	47·57	Great Indian Peninsula.
—4,33	18,35,38	—1,05,43	17,29,95	43,91	(a) 15,10,67	52·82	North Western.
—2,73	3,27,75	—15,03	3,12,72	..	3,17,16	50·20	Oudh and Tirhut.
—14,06	86,35,54	—5,03,83	81,31,71	1,43,11	60,42,48	56·96	Total.
							State Lines worked by Companies or by Indian States.
—18,05	13,25,74	—86,23	12,39,51	1,46	4,51,26	74·06	Bengal-Nagpur.
..	9,62	..	9,62	..	11,26	46·08	Bezwada Extension and Dhone Kurnool.
18	34,66	—1,55	33,11	..	34,57	48·41	Jodhpur-Hyderabad (British Section).
—9,04	7,72,42	—40,09	7,32,33	19,72	6,45,33	52·54	Madras and Southern Mahratta.
—9,48	5,82,30	—32,92	5,49,38	24,48	4,73,28	53·38	South Indian.
—1,52	—1,52	..	—1,52	..	1,52	..	Railway Clearing Accounts.
..	5	..	5	..	—5	..	Railway Board Accounts.
..	2,73	..	2,73	..	—2,73	..	Contribution to Depreciation Reserve Fund (Miscellaneous).
—37,91	27,26,00	—1,60,79	25,65,21	45,66	16,14,44	61·32	Total.
—51,97	1,13,61,54	—6,64,62	*1,06,96,92	1,88,77	76,56,92	57·96	Grand Total.

	Receipts.	Working Expenses.	Payment to Worked lines.	Net Receipts.
(a) N. W. Railway, (Commercial)	30,50,14	14,03,92	43,91	16,02,31
N.W. Railway, (Strategic)	2,34,39	3,26,03	..	—91,64
Total ..	32,84,53	17,29,95	43,91	15,10,67

*The total Expenditure on Railways for the year is :—

Working expenses as per column 11 above	1,06,96,92
Payment to Worked Lines	1,88,77
Add—Miscellaneous Railway Expenditure	64,15
Surplus profits paid to companies	87,42
Interest charges as per Statement 4	28,53,31
Total Expenditure ..	1,38,90,57

4. Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1943-44.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt and annuities.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
CENTRAL.									
State Lines worked by the State.									
1. Bengal and Assam ..	53	..	..	..	53	1	2,70,79	14,78	2,85,58
2. Bombay, Baroda and Central India.	46,530	..	..	..	46,530	6,25	2,06,23	51,41	2,63,89
3. East Indian	246,931	..	..	..	246,931	32,98	3,75,21	1,85,57	5,93,76
4. Great Indian Peninsula	132,522	..	..	..	132,522	17,70	2,64,09	1,11,31	3,93,10
5. North Western (Commercial).	..	..	..	..	..	..	3,77,09	34,32	4,11,41
6. North Western (Strategic)	..	..	..	..	..	..	1,18,19	..	1,18,19
7. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	6,20	..	6,20
8. Oudh and Tirhut ..	6,199	**54,855	..	54,855	61,054	8,15	98,52	5,72	1,12,39
9. TOTAL ..	432,235	54,855	..	54,855	487,090	65,09	17,16,32	4,03,11	21,84,52
State Lines worked by Companies or by Indian States.									
10. Bengal-Nagpur ..	..	105,000	1,796	106,796	106,796	13,60	2,76,72	10,48	3,00,80
11. Bezwada and Dhone Kurnool.	..	..	..	..	..	..	1,67	..	1,67
12. Jodhpur (British Section)	..	..	..	..	..	..	5,43	..	5,43
13. Madras and Southern Mahratta.	..	175,000	..	175,000	175,000	23,33	1,42,40	44,12	2,09,85
14. South Indian ..	65	35,000	3,535	38,535	38,600	4,40	1,17,91	30,35	1,52,66
15. TOTAL ..	65	315,000	5,331	320,331	320,396	41,33	5,44,13	84,95	6,70,41
Miscellaneous Items									
16. Miscellaneous Items ..	..	..	..	..	..	(a) 7	(a) 19	..	26
Deduct :—									
17. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	..	..	..
18. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	—1,88	..	—1,88
19. TOTAL ..	..	..	..	..	..	7	—1,69		—1,62
Grand Total ..	432,300	369,855	5,331	375,186	807,486	1,06,49	22,58,76	4,88,06	28,53,31

(a) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

** Represents interest on purchase price of R. & K. and B. & N. W. Rys.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital Outlay †}}$, *Revenue Earnings and Expenses for the years 1942-43 and 1943-44.*

(In thousands of rupees).

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B & N. W, R. & K., (now O. & T.) to end of 1941-42, Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'appropriation to depreciation Reserve Fund' instead.

NOTE II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rate of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s.* 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col.6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col.7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Bengal and Assam	5′ 6″ 3′ 3½″ and 2′ 6″	*1942-43*	*81,99,13*	*11,87,48*	*9,04,59*	*2,82,89*	*76·17*	*3·45*	
		1943-44	83,93,94	17,84,89	14,42,44	3,42,45	80·81	4·07	
Bengal-Nagpur	5′ 6″ 2′ 6″ and 2′ 0″	*1942-43*	*79,53,02*	*14,97,46*	*8,86,41*	*6,11,05*	*59·19*	*7·68*	
		1943-44	80,51,27	16,98,13	12,57,54	4,40,59	74·05	5·47	
Bikaner State	3′ 3½″	*1942-43*	*4,33,16*	*66,55*	*31,62*	*34,93*	*47·51*	*8·06*	
		1943-44	4,31,03	76,69	34,42	42,27	44·88	9·85	
Bombay, Baroda and Central India.	5′ 6″ 3′ 3½″ and 2′ 6″	1942-43 (a)	** *76,85,33*	*18,42,30*	*8,28,68*	*10,13,62*	*44·98*	*13·19*	
		1943-44	76,75,58	19,29,19	10,22,03	9,07,16	52·97	11·82	
East Indian	5′ 6″	*1942-43*	*1,49,59,24*	*29,52,09*	*14,79,16*	*14,72,93*	*50·10*	*9·85*	
		1943-44	1,51,33,08	33,36,31	20,43,10	12,93,21	61·23	8·55	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1942-43*	*1,16,45,10*	*27,65,32*	*11,87,35*	*15,77,97*	*42·94*	*13·6*	
		1943-44	1,17,45,42	33,39,35	15,88,47	17,50,88	47·57	14·91	
Jodhpur	3′ 3½″	*1942-43*	*6,44,16*	*1,89,32*	*1,05,83*	*83,49*	*55·90*	*12·96*	
		1943-44	6,49,45	1,99,14	1,12,47	86,67	56·48	13·35	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3½″	*1942-43*	(b) *56,19,94*	‖ *11,96,16*	‖ *5,89,47*	‖ *6,06,69*	‖ *49·28*	‖ *10·80*	(b) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1943-44	(b) 56,80,55	‖ 14,22,55	‖ 7,46,31	‖ 6,76,24	‖ 52·46	‖ 11·90	
Mysore State	3′ 3½″ 2′ 6″ and 2′ 0″	*1942-43*	*6,76,79*	*1,17,71*	*77,31*	*40,40*	*65·68*	*5·97*	
		1943-44	6,84,98	1,60,30	82,15	78,15	51·25	11·40	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

** Revised figures.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

(a) Includes figures of Broach Jambusar Railway and its extensions sold to the Baroda Govt. from 1st October 1942, earnings (1,33 thousands), expenses (1,56 thousands) and net earnings (—23 thousands) for 6 months only.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1942-43 and 1943-44.*—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col.6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col.7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1942-43*	*15,65,42*	*2,62,74*	*97,07*	*1,65,67*	*36·95*	*14·39*	
		1943-44	15,89,87	2,95,03	1,14,11	1,80,92	38·68	15·75	
	3′ 3⅜″	1942-43	**	*1,25,49*	*65,87*	*59,62*	*52·49*	**	
		1943-44	**	1,49,67	80,13	69,54	53·5	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1942-43*	*1,17,60,47*	*25,30,79*	*12,09,50*	*13,21,29*	*47·79*	*11·24*	
		1943-44	1,18,80,11	30,49,19	14,08,26	16,40,93	46·18	13·81	
North Western (Military)	5′ 6″ and 2′ 6″	*1942-43*	*33,68,67*	*2,10,37*	*2,49,96*	*—39,59*	*118·82*	*—1·18*	
		1943-44	32,65,49	2,34,39	3,26,03	—91,64	139·10	—2·81	
North Western (Total)		*1942-43*	*1,51,29,14*	*27,41,16*	*14,59,46*	*12,81,70*	*53·24*	*8·47*	
		1943-44	1,51,45,60	32,83,58	17,34,29	15,49,29	52·82	10·23	
Oudh & Tirhut	3′ 3⅜″	*1942-43*	*27,65,31*	*5,25,48*	*2,71,67*	*2,53,81*	*51·70*	*9·18*	
		1943-44	29,25,95	6,28,37	3,15,45	3,12,92	50·20	10·69	
South Indian	5′ 6″ 3′ 3⅜″ and 2′ 6″	*1942-43*	*48,21,87*	*8,66,21*	*4,49,76*	*4,16,45*	*51·92*	*8·64*	
		1943-44	48,58,81	10,46,88	5,58,85	4,88,03	53·38	10·04	
Total Class I Railways		*1942-43*	‡‡ *8,20,97,61*	*1,63,35,47*	*84,34,25*	*79,01,22*	*51·63*	*9·62*	
		1943-44	8,29,65,53	1,93,50,08	1,11,31,76	82,18,32	57·53	9·91	
Class II.									
Barsi Light	2′ 6″	*1942-43*	*1,84,61*	*29,43*	*12,99*	*16,44*	*44·13*	*8·91*	
		1943-44	1,84,28	35,36	14,48	20,88	40·95	11·33	
Bhavnagar State	3′ 3⅜″	*1942-43*	*2,56,93*	*47,33*	*21,14*	*26,19*	*44·67*	*10·19*	
		1943-44	2,56,48	51,41	24,20	27,21	47·07	10·61	
Darjeeling Himalayan	2′ 0″	*1942-43*	*1,09,98*	*24,89*	*15,40*	*9,49*	*61·87*	*8·63*	
		1943-44	1,12,51	34,63	25,23	9,40	72·86	8·35	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realized or the expenses paid. They are the administrative figures of Railway accounts.

** No separate Capital account is maintained for each gauge hence shown under Broad Gauge.

‡‡ Revised figure.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1942-43 and 1943-44.*—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6)	Percentage of working expenses to gross earnings. Col.6×100 / Col. 5	Percentage of net earnings on total capital at charge given in column 4. Col. 7×100 / Col. 4	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1942-43* (a)	*‡‡1,72,52*	*26,66*	*13,93*	*12,73*	*52·26*	*7·38*	
		1943-44 (a)	‡‡1,72,52	26,66	13,93	12,73	52·26	7·38	
Gaekwar's Baroda State	3′ 3⅜″	*1942-43*	*1,86,72*	*35,58*	*14,43*	*21,15*	*40·55*	*11·33*	
		1943-44	1,89,38	39,17	16,14	23,03	41·21	12·16	
	2′ 6″	*1942-43*	*3,41,42*	*37,33*	*19,65*	*17,68*	*52·63*	*5·18*	
		1943-44	3,42,99	45,42	22,23	23,19	48·94	6·76	
Gondal	3′ 3⅜″	*1942-43*	*1,77,48*	*39,39*	*11,44*	*27,95*	*29·04*	*15·75*	
		1943-44	1,80,08	46,49	13,10	33,39	28·18	18·54	
Jaipur State	3′ 3⅜″	*1942-43*	*1,47,85*	*22,94*	*10,41*	*12,53*	*45·36*	*8·48*	
		1943-44	1,52,33	29,25	11,98	17,27	40·95	11·34	
Jamnagar Dwarka	3′ 3⅜″	*1942-43*	*1,85,17*	*30,72*	*12,21*	*18,51*	*39·74*	*10·00*	
		1943-44	1,83,90	32,32	12,88	19,44	39·86	10·57	
Junagad State	3′ 3⅜″	*1942-43*	*1,64,05*	*22,10*	*12,55*	*9,55*	*56·80*	*5·82*	
		1943-44	1,63,73	29,19	13,31	15,88	45·59	9·70	
Morvi	3′ 3⅜″	*1942-43*	*1,37,93*	*41,52*	*12,21*	*29,31*	*29·41*	*21·25*	
		1943-44	1,38,60	41,18	15,45	25,73	37·52	18·56	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1942-43*	*52,84*	*15,03*	*7,64*	*7,39*	*50·82*	*13·98*	
		1943-44	53,41	19,58	9,17	10,41	46·85	19·48	
Total Class II Railways		*1942-43*	*21,17,50*	*3,72,92*	*1,64,00*	*2,08,92*	*43·98*	*9·87*	
		1943-44	21,30,21	4,30,66	1,92,10	2,38,56	44·61	11·20	
Class III.									
Ahmadpur Katwa	2′ 6″	*1942-43*	*20,94*	*1,45*	*1,45*	...	*99·97*	*0·00*	
		1943-44	20,92	2,03	1,63	40	80·55	1·88	

* † ‡§ For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at Government Subsid due to Dibru-Sadiya Railway in the years when a subsidy was payable.

(*a*) As the railway did not supply the information, the figures for previous year have been adopted.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1942-43 and 1943-44. —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6)	Percentage of working expenses to gross earnings. (Col.6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in Column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*contd.*			Rs.	Rs.	Rs.	Rs.			
Arrah-Sasaram Light	2′ 6″	*1942-43*	*26,64*	*4,37*	*3,37*	*1,00*	*77·17*	*3·74*	
		1943-44	26,69	7,37	3,93	3,44	53·39	12·87	
Bankura Damoodar River	2′ 6″	*1942-43*	*40,33*	*1,96*	*2,09*	*—13*	*106·67*	*—0·32*	
		1943-44	40,62	2,64	2,57	7	97·15	0·19	
Baraset-Basirhat Light	2′ 6″	*1942-43*	*26,97*	*6,70*	*4,64*	*2,06*	*69·22*	*7·64*	
		1943-44	27,51	7,68	5,46	2,22	71·08	8·07	
Bengal Provincial	2′ 6″	*1942-43* (*a*)	*15,09*	*1,45*	*97*	*48*	*66·97*	*3·16*	
		1943-44	15,09	1,45	97	48	66·97	3·16	
Bukhtiarpur-Bihar Light	2′ 6″	*1942-43*	*16,75*	*3,20*	*1,97*	*1,23*	*61·47*	*7·34*	
		1943-44	16,81	4,15	2,30	1,85	55·41	11·03	
Burdwan-Katwa	2′ 6″	*1942-43*	*20,65*	*2,28*	*1,68*	*60*	*73·72*	*2·90*	
		1943-44	20,91	4,13	2,17	1,96	52·57	9·38	
Cutch State	2′ 6″	*1942-43*	*24,33*	*3,59*	*2,36*	*1,23*	*65·67*	*5·06*	
		1943-44	24,34	3,78	2,27	1,51	60·07	6·21	
Dehri-Rohtas Light	2′ 6″	*1942-43* (*b*)	*11,82*	*2,93*	*1,18*	*1,75*	*40·27*	*14·81*	
		1943-44	11,82	4,04	1,63	2,41	40·35	20·39	
Dholpur State	2′ 6″	*1942-43*	*18,57*	*1,74*	*1,07*	*67*	*61·22*	*3·64*	
		1943-44	18,58	2,60	1,22	1,38	47·06	7·42	
Futwah-Islampur	2′ 6″	*1942-43*	*19,35*	*1,13*	*1,36*	*—23*	*120·71*	*—1·20*	
		1943-44	19,18	1,97	1,32	65	66·93	3·39	
Howrah Amta Light	2′ 0″	*1942-43*	*38,11*	*12,33*	*7,29*	*5,04*	*59·08*	*13·23*	
		1943-44	39,83	13,49	8,95	4,54	66·36	11·38	
Howrah-Sheakhala Light	2′ 0″	*1942-43*	*9,22*	*2,86*	*1,83*	*1,03*	*64·14*	*11·11*	
		1943-44	9,82	3,30	2,34	96	70·80	9·80	
Jagadhri Light	2′ 0″	*1942-43*	*1,01*	*20*	*28*	*—8*	*141·91*	*—8·14*	
		1943-44	1,02	29	23	6	80·96	5·41	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

(*a*) As the Railway did not supply the information, the figures for previous year have been adopted.

(*b*) As the Railway did not supply the information the figures have been adopted.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1942-43 and 1943-44.* —concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. Col. 6 × 100 / Col. 5	Percentage of net earnings on total capital at charge given in column 4. Col. 7 × 100 / Col. 4	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*									
Jorhat	2′ 0″	*1942-43*	*12,79*	*1,56*	*1,14*	*42*	*73·07*	*3·28*	
		1943-44	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	
Kalighat-Falta	2′ 6″	*1942-43*	*24,48*	*3,00*	*2,94*	*6*	*97·72*	*0·28*	
		1943-44	24,64	3,90	3,18	72	81·54	2·92	
Matheran (Hill) Light	2′ 0″	*1942-43*	*12,44*	*1,36*	*86*	*50*	*63·24*	*4·00*	
		1943-44	12,44	1,75	94	81	52·02	6·50	
Mewar State	3′ 3⅜″	*1942-43*	*1,28,93*	*11,63*	*5,16*	*6,47*	*44·41*	*5·02*	
		1943-44	1,08,04	14,99	8,89	6,10	59·29	5·65	
Scindia State	2′ 0″	*1942-43*	*1,23,59*	*13,54*	*7,41*	*6,13*	*54·73*	*4·96*	
		1943-44	1,23,73	16,12	7,61	8,51	47·21	6·88	
Tezpore-Balipara Light	2′ 6″	*1942-43* (*c*)	*4,87*	*3,07*	*1,80*	*1,27*	*58·61*	*26·08*	
		1943-44 (*d*)	4,87	3,07	1,80	1,27	58·61	26·08	
Total Class III Railways	..	(*e*) *1942-43*	*5,96,88*	*80,35*	*50,85*	*29,50*	*63·29*	*4·94*	
		1943-44	5,66,86	98,75	59,41	39,34	60·16	6·94	
Other items not included in the preceding heads (*a*).	..	*1942-43*	*1,80,17*	*1*	*2,80*	*—2,79*	..	..	
		1943-44	1,86,18	2	2,80	—2,78	..	..	
Grand Total		(*e*) *1942-43*	*8,49,92,16*	*1,67,88,75*	*86,51,90*	*81,36,85*	*51·53*	*9·57*	
		(*b*) 1943-44	8,58,48,78	1,98,79,51	1,13,86,07	84,93,44	57·28	9·89	

* † ‡ § For explanation see footnotes on opposite page.

(*a*) The details for the last year are given in the Report for that year and those for the current year are as follows (in thousands of rupees.) :—

Capital at charge :—

Coal Department	169,77
Railway Board's Account's—Account Current (Exchange)	16,40
Due to rounding off.	1
Total	1,86,18

Gross Earnings :—

+2 Due to rounding off.

Working Expenses :—

Contribution to Depreciation Reserve Fund (Miscellaneous).	2,73
Railway Board Accounts	5
	2
Due to rounding off.	2,80

(*b*) Capital at Charges :—

	1942-43.	1943-44.
State-owned ..	(*e*) 7,72,51,93	7,80,73,34
Other than State-owned ..	77,40,23	77,75,44
	(*e*) 8,49,92,16	8,58,48,78

(*c*) Figures for 1942-43 have been revised as the actuals for that year have become available.

(*d*) As the railway did not supply the information, the figures for the previous year have been adopted.

(*e*) Revised figures.

(*f*) The line has been partly merged in the Bengal & Assam Railway and partly dismantled.

6.—*Details of Gross Earnings of each Railway System for the years 1942-43 and 1943-44.*

(In thousands of rupees.)

NOTE.—"Credits for released materials" previously accounted for under "Earnings" in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Bengal and Assam	5′ 6″	*1942-43*	*2,28,46*	*95,86*	*3,24,32*	*2,28,90*	*8,59*	*2,37,49*	*31*	*35,66*	*5,97,78*
		1943-44	3,36,70	1,11,66	4,48,36	2,81,70	6,75	2,88,45	2,49	98,13	8,37,43
	3′ 3⅜″ and 2′ 6″	*1942-43*	*2,36,18*	*70,11*	*3,06,29*	*2,78,06*	*—6,95*	*2,71,11*	*53*	*11,77*	*5,89,70*
		1943-44	3,93,42	1,24,57	5,17,99	4,57,04	6,15	4,63,19	33	—34,05	9,47,46
Bengal-Nagpur	5′ 6″	*1942-43*	*2,33,76*	*1,06,69*	*3,40,45*	*10,51,82*	*18,68*	*10,70,50*	*21*	*25,98*	*14,37,14*
		1943-44	2,96,06	1,56,12	4,52,18	10,57,71	81,00	11,38,71	23	32,15	16,23,27
	2′ 6″	*1942-43*	*22,16*	*4,95*	*27,11*	*30.86*	*2,03*	*32,89*	*9*	*23*	*60,32*
		1943-44	33,55	5,43	38,98	30,96	4,61	35,57	12	19	74,83
Bikaner State	3′ 3⅜″	*1942-43*	*30,47*	*3,13*	*33,60*	*31,53*	*18*	*31,71*	*29*	*95*	*66,55*
		1943-44	40,83	3,84	44,67	30,19	17	30,36	41	1,25	76,69
Bombay, Baroda and Central India.	5′ 6″	*1942-43*	*2,94,16*	*1,33,31*	*4,27,47*	*6,76,09*	*5,05*	*6,81,14*	*44*	*30,13*	*11,39,18*
		1943-44	3,99,13	1,25,99	5,25,12	6,38,32	5,35	6,43,67	62	23,15	11,92,56
	3′ 3⅜″	*1942-43*	*2,22,25*	*32,33*	*2,54,58*	*4,18,60*	*3,41*	*4,22,01*	*59*	*15,30*	*6,92,48*
		1943-44	2,84,43	31,80	3,16,23	3,86,52	4,34	3,90,86	79	17,31	7,25,19
	2′ 6″	*1942-43*	*4,57*	*32*	*4,89*	*5,61*	*1*	*5,62*	*2*	*11*	*10,64*
		1943-44	5,20	32	5,52	5,77	2	5,79	2	11	11,44
East Indian	5′ 6″	*1942-43*	*8,13,02*	*2,19,54*	*10,32,56*	*18,22,60*	*13,76*	*18,36,36*	*99*	*82,27*	*29,52,09*
		1943-44	9,89,25	2,79,13	12,68,38	20,23,69	23,33	20,47,02	2,75	18,16	33,36,31
Great Indian Peninsula	5′ 6″	*1942-43*	*5,80,05*	*4,51,95*	*10,32,00*	*16,41,49*	*22,51*	*16,64,00*	*1,13*	*53,26*	*27,55,39*
		1943-44	9,66,22	6,45,30	16,11,52	16,20,31	23,01	16,43,32	1,97	71,28	33,28,09
	2′ 6″	*1942-43*	*3,33*	*37*	*3,70*	*6,04*	*12*	*6,16*	*1*	*6*	*9,93*
		1943-44	4,53	71	5,24	5,94	1	5,95	1	6	11,26
Jodhpur	3′ 3⅜″	*1942-43*	*61,97*	*12,18*	*74,15*	*1,05,67*	*40*	*1,06,07*	*39*	*8,71*	*1,89,32*
		1943 44	79,03	12,50	91,53	98,73	65	99,38	56	7,67	1,99,14
Madras and Southern Mahratta.	5′ 6″	*1942-43*	*2,15,56*	*97,45*	*3,13,01*	*4,29,59*	*2,60*	*4,32,19*	*9*	*14,77*	*7,60,06*
		1943-44	3,22,99	1,37,29	4,60,28	4,41,63	3,04	4,44,67	37	20,18	9,25,50
	3′ 3⅜″	*1942-43*	*1,41,37*	*21,47*	*1,62,84*	*‡2,63,39*	*1,58*	*‡2,64,97*	*24*	*8,05*	*‡4,36,10*
		1943-44	1,87,86	27,15	2,15,01	2,72,02	1,65	2,73,67	34	8,03	4,97,05
Mysore State	3′ 3⅜″	*1942-43*	*44,39*	*7,06*	*51,45*	*57,78*	*84*	*58,62*	*7*	*1,47*	*1,11,61*
		1943-44	72,81	9,67	82,48	66,80	1,35	68,15	11	1,95	1,52,69
	2′ 6″ and 2′ 0″	*1942-43*	*3,37*	*18*	*3,55*	*2,50*	*2*	*2,52*	*Nil*	*3*	*6,10*
		1943-44	4,80	31	5,11	2,43	3	2,46	..	4	7,61
Nizam's State	5′ 6″	*1942-43*	*58,12*	*35,42*	*93,54*	*1,63,62*	*1,94*	*1,65,56*	*54*	*3,10*	*2,62,74*
		1943-44	84,12	37,66	1,21,78	1,66,74	2,42	1,69,16	70	3,38	2,95,02
	3′ 3⅜″	*1942-43*	*42,27*	*7,76*	*50,03*	*71,15*	*1,76*	*72,91*	*29*	*2,26*	*1,25,49*
		1943-44	57,79	9,41	67,20	76,36	3,31	79,67	40	2,41	1,49,68
North Western (Commercial)	5′ 6″	*1942-43*	§	§	§	*12,90,72*	*22,69*	*13,13,41*	*1,50*	*58,94*	*24,83,66*
		1943-44	§	§	§	14,06,90	24,88	14,31,78	3,30	71,19	29,99 32
	2′ 6″	*1942-43*	§	§	§	*18,65*	*60*	*19,25*	*5*	*—2*	*42.13*
		1943-44	§	§	§	20,84	51	21,25	6	—20	49,87

‡Includes Mormugao Harbour earnings.

§ Figures not required.

6.—Details of Gross Earnings of each Railway System for the years 1942-43 and 1943-44—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*											
North Western (Military)	5′ 6″	*1942-43*				*1,24,85*	*2,24*	*1,27,09*	*29*	*5,26*	*2,00,61*
		1943-44	§	§	§	1,38,07	2,17	1,40,24	30	5,79	2,24,94
	2′ 6″	*1942-43*	§	§	§	*5,40*	*5*	*5,45*	*3*	*15*	*9,76*
		1943-44	§	§	§	4,83	7	4,90	3	16	9,45
North Western (Total)	5′ 6″ and 2′ 6″	*1942-43*	*9,61,59*	*2,43,17*	*12,09,76*	*14,39,62*	*25,58*	*14,65,20*	*1,87*	*64,33*	*27,41,16*
		1943-44	12,18,83	3,85,85	16,04,68	15,70,64	27,63	15,98,27	3,78	70,85	32,83,58
Oudh and Tirhut	3′ 3¾″	*1942-43*	*2,05,99*	*33,33*	**2,23,91*	*2,90,22*	*5,10*	**2,75,22*	*20*	*21,90*	*5,25,48*
		1943-44	2,77,60	40,50	**3,11,87*	3,15,84	3,98	**3,05,64*	33	10,53	6,28,37
South Indian	5′ 6″	*1942-43*	*94,27*	*24,21*	*1,18,48*	*2,18,61*	*2,03*	*2,20,67*	*9*	*5,45*	*3,44,69*
		1943-44	1,38,81	33,73	1,72,54	2,25,10	3,76	2,28,86	40	7,19	4,04,99
	3′ 3¾″	*1942-43*	*1,94,21*	*39,95*	*2,34,16*	*2,56,51*	*5,91*	*2,62,42*	*36*	*24,58*	*5,21,52*
		1943-44	2,71,89	48,35	3,20,24	2,73,60	10,75	2,84,35	52	32,78	6,37,89
Total Class I Railways		*1942-43*	*46,91,52*	*16,45,74*	*63,25,95*	*94,96,29*	*1,15,15*	*96,85,34*	*3,75*	*4,15,43*	*1,63,35,47*
		1943-44	64,66,85	22,27,29	86,86,91	1,00,42,04	2,13,31	1,02,4717	17,25	3,98,75	1,93,50,84
CLASS II.											
Barsi Light	2′ 6″	*1942-43*	*10,87*	*1,29*	*12,16*	*15,24*	*1,49*	*16,73*	*4*	*50*	*29,43*
		1943-44	16,91	1,44	18,38	14,80	1,55	16,35	4	59	35,36
Bhavnagar State	3′ 3¾″	*1942-43*	*20,52*	*2,34*	*22,86*	*23,22*	*24*	*23,46*	*17*	*81*	*47,33*
		1943-44	23,89	2,77	26,66	23,28	18	23,46	18	1,11	51,41
Darjeeling-Himalayan	2′ 0″	*1942-43*	*7,09*	*3,49*	*10,58*	*13,96*	*8*	*14,04*	*2*	*25*	*24,69*
		1943-44	10,20	5,56	15,76	18,36	18	18,54	2	31	34,63
Dibru-Sadiya	3′ 3¾″	*1942-43†*	*4,14*	*90*	*5,04*	*20,97*	*6*	*21,03*	*1*	*58*	*26,66*
		1943-44†	4,14	90	5,04	20,97	6	21 03	1	58	26,66
Gaekwar's Baroda State	3′ 2½″	*1942-43*	*18,69*	*1,20*	*20,09*	*14,64*	*10*	*14,74*	*11*	*64*	*35,58*
		1943-44	22,25	1,44	23,69	14,47	17	14,64	12	72	39,11
	2′ 6″	*1942-43*	*12,40*	*77*	*13,26*	*21,88*	*14*	*22,02*	*22*	*1,53*	*37,33*
		1943-44	19,21	1,12	20,33	22,49	41	22,90	17	2,02	45,42
Gondal	3′ 3¾″	*1942-43*	*13,73*	*2,20*	*15,93*	*21,00*	*17*	*21,17*	*39*	*1,40*	*38,39*
		1943-44	17,07	2,57	19,64	22,65	12	22,77	1,48	2,60	46,49
Jaipur State	3′ 3¾″	*1942-43*	*12,34*	*1,00*	*13,34*	*9,01*	*21*	*9,22*	*5*	*33*	*22,94*
		1943-44	17,88	94	18,82	9,67	32	9,99	7	37	29,25
Jamnagar Dwarka	3′ 3¾″	*1942-43*	*9,22*	*1,34*	*10,56*	*18,26*	*13*	*18,99*	*2*	*1,15*	*30,72*
		1943-44	13,30	1,43	14,79	15,94	8	16,02	2	1,49	32,32
Junagad State	3′ 3¾″	*1942-43*	*11,23*	*1,24*	*12,47*	*8,93*	*6*	*8,99*	*12*	*52*	*33,10*
		1943-44	14,72	1,07	15,79	12,03	9	12,12	64	64	21,1)
Morvi	3′ 3¾″	*1942-43*	*15,25*	*2,53*	*17,78*	*22,56*	*60*	*23,16*	*25*	*32*	*41,53*
		1943-44	17,99	2,73	20,72	19,29	25	19,54	23	69	41,13
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1942-43*	*8,13*	*26*	*8,39*	*6,98*	*—45*	*6,53*	*Nil*	*11*	*15,03*
		1943-44	9,82	2,36	12,19	7,50	2	7,52	Nil	—13	18,53
Total Class II Railways		*1942-43*	*1,43,90*	*18,56*	*1,62,46*	*1,97,25*	*2,83*	*2,00,08*	*1,90*	*8,43*	*3,72 92*
		1943-44	1,67,48	24,33	2,11,81	2,01,45	3,43	2,04,88	2,98	10,93	*4,30,60*

†As the railway did not supply the information, the figures for previous year have been adopted.

*Excluding the Cawnpore Barhwal (3′ 3¾″ gauge) link earnings, which as to details, are included with the Oudh and Tirhut Railway, and total with the sundry earnings of the E. I. Railway.

6.—*Details of Gross Earnings of each Railway System for the years 1942-43 and 1943-44*—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.*	Rs.
Ahmadpur-Katwa	2′ 6″	*1942-43*	*1,08*	*3*	*1,11*	*33*	*Nil*	*33*	*Nil*	*1*	*1,45*
		1943-44	1,65	8	1,73	28	Nil	28	1	1	2,03
Arrah-Sasaram	2′ 6″	*1942-43*	*3,25*	*6*	*3,31*	*1,03*	*1*	*1,04*	*Nil*	*2*	*4,37*
		1943-44	4,76	33	5,09	2,24	1	2,25	Nil	3	7,37
Bankura Damoodar River	2′ 6″	*1942-43*	*1,30*	*4*	*1,34*	*59*	*Nil*	*59*	*Nil*	*3*	*1,96*
		1943-44	2,03	5	2,08	49	Nil	49	Nil	7	2,64
Baraset-Basirhat Light	2′ 6″	*1942-43*	*3,96*	*52*	*4,48*	*2,20*	*Nil*	*2,20*	*Nil*	*2*	*6,70*
		1943-44	4,39	85	5,24	2,43	Nil	2,43	Nil	1	7,68
Bengal Provincial	2′ 6″	*1942-43*	*88*	*4*	*92*	*32*	*—1*	*31*	*Nil*	*22*	*1,45*
		†† 1943-44	88	4	92	32	—1	31	Nil	22	1,45
Bukhtiarpur Bihar Light	2′ 6″	*1942-43*	*2,12*	*5*	*2,17*	*1,09*	*—7*	*1,02*	*Nil*	*1*	*3,20*
		1943-44	2,45	25	2,70	1,34	10	1,44	Nil	1	4,15
Bardwan Katwa	2′ 6″	*1942-43*	*1,76*	*7*	*1,83*	*39*	*Nil*	*39*	*Nil*	*6*	*2,28*
		1943-44	3,09	46	3,55	52	Nil	52	Nil	6	4,13
Cutch State	2′ 6″	*1942-43*	*2,12*	*56*	*2,68*	*70*	*10*	*80*	*Nil*	*11*	*3,59*
		1943-44	2,27	63	2,90	71	9	80	Nil	8	3,78
Dehri-Rohtas Light	2′ 6″	*1942-43*	*32*	*1*	*33*	*2,19*	*Nil*	*2,19*	*Nil*	*41*	*2,93*
		1943-44	24	..	24	3,19	—1,11	2,08	1	1,71	4,6
Dholpur State	2′ 6″	*1942-43*	*57*	*2*	*59*	*1,11*	*1*	*1,12*	*1*	*2*	*1,74*
		1943-44	1,14	5	1,19	1,37	1	1,38	1	2	2,60
Futwah-Islampur	2′ 6″	*1942-43*	*83*	*2*	*85*	*25*	*Nil*	*25*	*Nil*	*3*	*1,13*
		1943-44	1,48	12	1,60	36	Nil	36	Nil	1	1,97
Howrah-Amta Light	2′ 0″	*1942-43*	*9,95*	*53*	*10,48*	*1,81*	*Nil*	*1,81*	*Nil*	*4*	*12,33*
		1943-44	10,38	62	11,00	2,36	Nil	2,36	1	12	13,49
Howrah-Shenkhala Light	2′ 0″	*1942-43*	*1,82*	*10*	*1,92*	*39*	*Nil*	*39*	*Nil*	*55*	*2,86*
		1943-44	2,03	15	2,18	47	Nil	47	Nil	65	3,30
Jagadhri Light	2′ 0″	*1942-43*	*11*	*Nil*	*11*	*8*	*Nil*	*8*	*Nil*	*1*	*20*
		1943-44	20	Nil	20	7	Nil	7	Nil	2	29
Jorhat	2′ 0″	*1942-43*	†	†	†	†	†	†	†	†	*1,56*
		1943-44	‡	‡	†	‡	‡	‡	‡	‡	‡
Kalighat-Falta	2′ 6″	*1942-43*	*2,59*	*3*	*2,62*	*32*	*Nil*	*32*	*Nil*	*6*	*3,00*
		1943-44	3,42	6	3,48	33	Nil	33	Nil	9	3,90
Matheran (Hill) Light	2′ 0″	*1942-43*	*90*	*13*	*1,03*	*9*	*Nil*	*9*	*Nil*	*24*	*1,36*
		1943-44	1,24	19	1,43	9	Nil	9	Nil	23	1,75
Mewar State	3′ 3⅜″	*1942-43*	*5,79*	*81*	*6,60*	*4,84*	*Nil*	*4,84*	*2*	*17*	*11,63*
		1943-44	7,83	98	8,81	579	8	5,87	3	28	14,99
Scindia State	2′ 0″	*1942-43*	*4,45*	*26*	*4,71*	*8,38*	*7*	*8,45*	*10*	*28*	*13,54*
		1943-44	6,83	31	7,14	8,48	7	8,55	14	29	16,12
Tezpore-Balipara Light	2′ 6″	*1942-43§*	*94*	*31*	*1,25*	*1,49*	*Nil*	*1,49*	*2*	*31*	*3,07*
		†† 1943-44	94	31	1,25	1,49	Nil	1,49	2	31	3,07
Total Class III Railways	..	*1942-43**	*44,74*	*3,59*	*48,33*	*27,60*	*11*	*27,71*	*15*	*2,60*	*80,35*
		1943-44	57,25	5,48	62,73	32,33	—76	31,57	23	4,22	98,75
GRAND TOTAL	..	*1942-43**	*48,80,16*	*16,67,89*	*65,36,74*	*97,21,14*	*1,18,09*	*98,13,13*	*10,80*	*4,26,51*	*1,67,88,74*
		1943-44	67,10,58	22,57,10	89,61,45	1,02,81,82	2,15,98	1,04,88,62	20,46	4,13,96	1,98,79,49

† Information not furnished

* Revised figures.

§ Figures for 1942-43 have been revised as the actuals for this year are available now.

†† As the Railway did not supply the information the figures for previous year have been adopted.

‡ The line has been partly merged in the Bengal Assam Railway & partly dismantled.

7.—Details of Working Expenses of each Railway system for the years 1942-43 and 1943-44.

7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included up to end of 1941-42, Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems.

Railway System.	Gauge.	Year.	*Maintenance of Structural Works*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Maintenance and working of Ferry Steamers and Harbours.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per-cent. of gross earnings.	Rs.	Per-cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Bengal and Assam	5′ 6″	*1942-43*	*78,28*	*13·10*	*1,09,09*	*18·20*	*49,57*	*8·29*	..	..
		1943-44	1,08,79	13·00	1,52,69	18·20	55,17	6·59	..	..
	3′ 3¼″	*1942-43*	*1,34,69*	*2·90*	*1,12,02*	*19·10*	*44,18*	*7·52*	*10,75*	*1·83*
		1943-44	1,42,07	15·00	1,84,79	19·60	56,70	6·01	16,65	1·76
	2′ 6″	*1942-43*	*34*	*14·00*	*77*	*31·20*	*16*	*6·68*	..	..
		1943-44	34	9·72	92	26·20	13	3·64	..	..
Bengal-Nagpur	5′ 6″	*1942-43*	*1,58,36*	*11·02*	*2,21,06*	*15·38*	*1,27,22*	*8·85*	*8,34*	*0·58*
		1943-44	2,00,42	12·35	2,86,41	17·64	1,67,32	10·31	9,74	0·60
	2′ 6″	*1942-43*	*19,16*	*31·76*	*21,90*	*36·30*	*9,61*	*15·93*	..	..
		1943-44	24,05	32·12	27,24	36·39	10,65	14·23	..	..
Bikaner State	3′ 3¼″	*1942-43*	*7,42*	*11·15*	*10,94*	*16·43*	*3,02*	*4·53*	..	..
		1943-44	8,53	11·12	11,88	15·50	4,20	5·47	..	..
Bombay, Baroda and Central India.	5′ 6″	*1942-43*	*88,18*	*7·74*	*1,25,12*	*10·98*	*87,64*	*7·69*	..	..
		1943-44	1,14,31	9·58	1,48,36	12·44	1,11,94	9·39	..	..
	3′ 3¼″	*1942-43*	*34,01*	*4·92*	*1,23,97*	*17·90*	*64,63*	*9·33*	..	..
		1943-44	71,37	9·84	1,30,61	18·01	67,94	9·37	..	..
	2′ 6″	*1942-43*	*2,50*	*23·50*	*3,15*	*29·62*	*1,20*	*11·24*	..	..
		1943-44	1,98	17·32	2,47	21·59	70	6·15	..	..
East Indian	5′ 6″	*1942-43*	*2,75,47*	*9·33*	*4,27,23*	*14·47*	*2,17,83*	*7·38*	*2,21*	*0·07*
		1943-44	3,92,48	11·76	5,36,64	16·08	2,56,31	7·68	2,05	0·06
Great Indian Peninsula	5′ 6″	*1942-43*	*2,27,19*	*8·25*	*3,47,81*	*12·62*	*1,35,66*	*4·92*	..	..
		1943-44	3,16,33	9·50	4,59,88	13·82	1,72,69	5·19	..	..
	2′ 6″	*1942-43*	*1,45*	*14·57*	*1,68*	*16·92*	*55*	*5·56*	..	..
		1943-44	1,54	13·64	1,94	17·21	73	6·50	..	..
Jodhpur	3′ 3¼″	*1942-43*	*40,01*	*21·13*	*25,94*	*13·71*	*9,53*	*5·03*	..	..
		1943-44	39,61	19·89	25,19	13·15	9,57	4·81	..	..

System for the years 1942-43 and 1943-44. (*In thousands of rupees.*)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. &. N. W., R. & K. (now O. & I.) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expeneses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										Class I.
75,19	*12·50*	*29,88*	*5·00*	*61,43*	*10·30*	*14,65*	*2·45*	*4,18,09*	*69·90*	
1,03,45	12·40	32,16	3·84	1,79,48	21·40	15,39	1·84	6,47,13	77·30	
75,42	*12·80*	*26,18*	*4·45*	*63,36*	*10·80*	*18,21*	*3·09*	*4,84,81*	*82·60*	Bengal and Assam.
1,23,37	13·10	30,54	3·24	2,17,46	23·00	21,46	2·27	7,93,04	84·00	
28	*11·40*	*6*	*2·41*	*6*	*2·31*	*2*	*0·84*	*1,69*	*63·80*	
37	10·50	6	1·78	43	12·20	2	0·50	2,27	64·50	
1,39,41	*9·70*	*49,30*	*3·43*	*89,07*	*6·20*	*27,60*	*1·92*	*8,20,36*	*57·08*	Bengal-Nagpur.
1,58,55	9·77	54,69	3·37	2,70,34	16·65	30,86	1·90	11,78,33	72·59	
9,22	*15·29*	*3,51*	*5·82*	*1,61*	*2·67*	*1,04*	*1·73*	*66,05*	*109·50*	
10,13	13·53	3,74	5·00	2,35	3·13	1,05	1·41	79,21	105·81	
4,94	*7·42*	*2,27*	*3·41*	*1,15*	*1·73*	*1,88*	*2·84*	*31,62*	*47·51*	Bikaner State.
4,60	6·00	2,60	3·39	1,35	1·76	1,26	1·64	34,42	44·88	
53,50	*4·70*	*31,78*	*2·79*	*54,93*	*4·82*	*46,43*	*4·08*	*4,87,58*	*42·80*	Bombay, Baroda and Central India
53,99	4·53	35,01	2·94	97,59	8·18	45,61	3·82	6,06,81	50·88	
46,83	*6·76*	*21,63*	*3·12*	*25,94*	*3·75*	*15,12*	*2·18*	*3,32,13*	*47·96*	
39,26	5·42	24,00	3·31	58,62	8·08	16,13	2·22	4,07,93	56,25	
1,34	*12·62*	*52*	*4·88*	*16*	*1·47*	*10*	*0·97*	*8,97*	*84·30*	
1,36	11·86	50	4·38	17	1·44	11	0·98	7,29	63·73	
2,38,35	*8·07*	*93,17*	*3·16*	*1,64,12*	*5·56*	*60,78*	*2·06*	*14,79,16*	*50·10*	East Indian.
2,96,21	8·38	1,01,99	3·06	3,91,10	11·72	66,32	1·99	20,43,10	61·23	
1,99,26	*7·23*	*57,55*	*2·09*	*88,49*	*3·21*	*1,26,92*	*4·60*	*11,82,88*	*42·92*	Great Indian Peninsula.
2,29,84	6·91	65,53	1·97	1,99,22	5·99	1,39,92	4·20	15,83,41	47·58	
68	*6·88*	..	..	*9*	*0·85*	*2*	*0·22*	*4,47*	*45·00*	
77	6·87	..	..	5	0·48	3	0·30	5,06	45·00	
13,76	*7·27*	*5,59*	*2·95*	*8,20*	*4·33*	*2,80*	*1·48*	*1,05,83*	*55·90*	Jodhpur.
16,42	8·25	6,13	3·08	11,69	5·87	2,86	1·43	1,12,47	56·48	

7.—Details of Working Expenses of each Railway

NOTE.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included up to the end of 1941-42, Jodhpur and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per Cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1942-43*	*46,96*	*6·18*	*1,17,36*	*15·44*	*56,54*	*7·44*	..	..
		1943-44	76,55	8·27	1,68,30	18·19	51,90	5·61	..	..
	3′ 3⅜″	*1942-43*	*55,89*	*12·82*	*76,40*	*17·52*	*18,80*	*4·31*	*4,64*	*1·06*
		1943-44	64,23	12·92	91,34	18·38	24,95	5·02	4,94	0·99
Mysore State	3′ 3⅜″	*1942-43*	*17,14*	*15·35*	*26,89*	*24·09*	*11,55*	*10·34*	..	..
		1943-44	17,02	11·14	28,17	18·44	12,19	7·98	..	..
	2′ 6″	*1942-43*	*44*	*7·86*	*1,11*	*19·52*	*30*	*5·29*	..	..
		1943-44	48	6·78	1,54	21·75	37	5·23	..	..
	2′ 0″	*1942-43*	*8*	*17·40*	*15*	*35·36*	*7*	*17·07*	..	..
		1943-44	8	16·14	17	33·49	8	15·29	..	..
Nizam's State	5′ 6″	*1942-43*	*16,80*	*6·40*	*26,25*	*9·99*	*19,51*	*7·42*	..	..
		1943-44	20,46	6·93	30,62	10·38	23,21	7·87	..	..
	3′ 3⅜″	*1942-43*	*13,29*	*10·59*	*16,02*	*12·77*	*10,38*	*8·27*	..	..
		1943-44	15,35	10·26	16,67	11·13	12,16	8·13	..	..
North Western Commercial).	5′ 6″	*194 2*	*2,39,54*	*9·62*	*3,99,59*	*16·06*	*1,34,63*	*5·41*	..	..
		1943-44	2,69,21	8·96	4,73,34	15·79	1,50,37	5·02	..	..
	2′ 6″	*1942-43*	*10,70*	*25·40*	*13,75*	*32·64*	*3,57*	*8·47*	..	..
		1943-44	14,40	59·54	14·50	38·50	4,21	9·48	..	..
North Western (Military)	5′ 6″	*1942-43*	*73,10*	*36·44*	*79,15*	*39·45*	*21,00*	*10·47*	..	..
		1943-44	1,33,90	28·87	86,60	29·07	21,32	8·44	..	..
	2′ 6″	*1942-43*	*10,53*	*107·89*	*5,82*	*59·63*	*1,84*	*18·85*	..	..
		1943-44	12,08	127·83	7,37	77·99	1,74	18·41	..	..
North Western (Total)		*1942-43*	*3,33,87*	*12·18*	*4,98,31*	*18·18*	*1,61,04*	*5·88*	..	..
		1943-44	4,29,59	13·08	5,81,81	17·73	1,77,64	5·41	..	..
Oudh and Tirhut	3′ 3⅜″	*1942-43*	*59,48*	*11·32*	*77,51*	*14·75*	*30,57*	*5·82*	*7,59*	*1·44*
		1943-44	65,88	10·48	94,65	15·06	37,81	6·02	9,78	1·56
South Indian	5′ 6″	*1942-43*	*25,83*	*7·49*	*49,03*	*14·22*	*11,71*	*3·40*	..	..
		1943-44	30,82	7·54	60,37	14·76	16,28	3·98	..	..
	3′ 3⅜″	*1942-43*	*74,30*	*14·25*	*85,28*	*16·35*	*29,59*	*5·67*	*4,88*	*0·94*
		1943-44	88,95	13·94	95,01	14·89	32,59	5,11	4,23	0·66
	2′ 6″§	*1942-43*	*49*	..	*22*	..	*20*	..	..	..
		1943-44	44	..	4	..	17	..	..	..
TOTAL CLASS I RAILWAYS	..	*1942-43*	*17,11,63*	*10·48*	*25,05,21*	*15·33*	*11,01,06*	*6·74*	*38,41*	*0·24*
		1943-44	22,31,67	11·53	31,38,71	16·22	13,03,40	6·74	47,39	0·24

§ The Narrow Gauge line closed for traffic with effect from 31st October 1941 and dismantled.

System for the years 1942-43 and 1943-44—contd. (*In thousands of rupees.*)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., (now O. & T' systems include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
45,11	*5·93*	*21,93*	*2·89*	*59,11*	*7·78*	*12,33*	*1·62*	*3,59,34*	*47·28*	Class I—*concld.*
55,54	6·00	26,08	2·82	86,40	9·33	13,41	1·45	4,78,18	51·67	Madras and Southern Mahratta.
31,01	*7·11*	*14,81*	*3·40*	*20,93*	*4·80*	*7,65*	*1·75*	**2,30,13*	*52·77*	
34,52	6·95	15,53	3·12	24,81	4·99	7,81	1·57	2,68,13*	53·94	
9,36	*8·39*	*3,92*	*3·52*	*3,14*	*1·98*	*2,20*	*2·81*	*74,20*	*66·48*	Mysore State.
8,18	5·35	3,87	2·53	7,34	4·81	1,39	0·91	78,16	51·19	
44	*7·78*	*19*	*3·42*	*14*	*1·90*	*11*	*2·45*	*2,73*	*48·22*	
44	6·21	21	3·03	45	6·28	8	1·05	3,57	50·22	
4	*8·26*	*2*	*3·59*	*1*	*2·06*	*1*	*2·74*	*38*	*86·48*	
3	6·23	2	3·09	3	6·50	1	1·05	42	81·82	
16,50	*6·28*	*8,48*	*3·23*	*6,91*	*2·63*	*2,62*	*1·00*	*97,07*	*36·95*	Nizam's State.
16,48	5·59	9,44	3·20	11,47	3·89	2,43	0·82	1,14,11	38·68	
12,70	*10·12*	*6,43*	*5·12*	*4,65*	*3·71*	*2,40*	*1·91*	*65,87*	*52·49*	
14,51	9·70	7,23	4·83	12,17	8·13	2,04	1·36	80,13	53·54	
1,80,76	*7·26*	*82,40*	*3·31*	*87,53*	*3·52*	*48,05*	*1·93*	*11,72,50*	*47·11*	North Western (Commercial).
1,69,79	5·66	39,83	3·00	1,58,56	5·29	52,58	1·75	13,63,68	45·47	
5,09	*12·08*	*1,16*	*2·75*	*1,52*	*3·61*	*1,21*	*2·87*	*37,00*	*87·82*	
6,12	10·26	1,57	5·21	2,55	7·67	1,23	3·15	44,58	133·81	
25,46	*12·69*	*11,59*	*5·78*	*10,98*	*5·47*	*6,66*	*3·34*	*2,27,94*	*113·62*	North Western (Military).
23,10	12·28	11,73	3·15	17,25	5·12	7,09	2·47	3,00,99	89·40	
2,01	*20·59*	*67*	*6·87*	*61*	*6·25*	*54*	*5·53*	*22,02*	*225·61*	
1,98	20·95	62	6·57	75	7·93	50	5·29	25,04	264·97	
2,13,32	*7·78*	*95,82*	*3·49*	*1,00,64*	*3·67*	*56,46*	*2·06*	*14,59,46*	*53·24*	North Western (Total).
2,00,99	6·12	1,03,75	3·16	1,79,11	5·45	61,40	1·87	17,34,29	52·82	
54,16	*10·31*	*19,16*	*3·65*	*14,08*	*2·68*	*9,12*	*1·73*	*2,71,67*	*51·70*	Oudh and Tirhut.
35,94	5·72	17,36	2·76	43,27	6·89	10,76	1·71	3,15,45	50·20	
18,53	*5·38*	*10,73*	*3·11*	*19,02*	*5·52*	*4,29*	*1·25*	*1,39,14*	*40·37*	South Indian.
24,09	5·89	11,55	2·82	34,79	8·51	4,82	1·18	1,82,72	44·68	
44,19	*8·47*	*19,06*	*3·65*	*36,33*	*6·97*	*16,07*	*3·08*	*3,09,70*	*59·38*	
50,41	7·90	21,48	3·37	64,91	10·18	17,89	2·81	3,75,47	58·86	
..	..	..	..	..	..	*1*	..	†*92*	..	
..	..	..	..	..	..	1	..	66	..	
13,03,54	*7·98*	*5,21,99*	*3·19*	*8,23,57*	*5·04*	*4,28,84*	*2·63*	*84,34,25*	*51·63*	Total Class I Railways.
14,79,45	7·65	5,73,47	2·97	18,94,60	9·79	4,63,07	2·39	1,11,3176	57·53	

* Includes Mormugao Harbour Expenses shown under columns 10 and 11.

† Rs. 19,179 represents proportion of the charges incurred on the repairs of Engines and wagons sent Overseas and Rs. 73,123 appropriation to Depreciation Reserve Fund.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1942-43*	*1,71*	*5·82*	*3,92*	*13·31*	*87*	*2·96*	..	..
		1943-44	1,90	5·37	4,59	12·98	93	2·62	..	..
Bhavnagar State	3′ 3 3/8″	*1942-43*	*3,60*	*7·61*	*8,03*	*16·97*	*1,76*	*3·72*	..	..
		1943-44	4,59	8·92	9,15	17·80	1,89	3·67	..	..
Darjeeling-Himalayan§	2′ 0″	*1942-43*	*3,10*	*12·45*	*4,30*	*17·27*	*1,88*	*7·55*	..	..
		1943-44	3,82	11·03	6,00	17·33	3,43	9·90	..	..
Dibru-Sadiya	3′ 3 3/8″	*1942-43*	*3,59*	*13·46*	*4,10*	*15·37*	*1,96*	*7·36*	..	..
		1943-44†	3,59	13·46	4,10	15·37	1,96	7·36	..	..
Gaekwar's Baroda State	3′ 3 3/8″	*1942-43*	*3,95*	*11·10*	*4,58*	*12·88*	*1,24*	*3·50*	..	..
		1943-44	4,41	11·26	5,16	13·18	1,14	2·91	..	..
	2′ 6″	*1942-43*	*6,82*	*18·27*	*5,16*	*13·82*	*2,06*	*5·52*	..	..
		1943-44	8,11	17·61	5,57	12·26	2,12	4·67	..	..
Gondal‡	3′ 3 3/8″	*1942-43*	*2,64*	*6·70*	*4,66*	*11·83*	*1,20*	*3·04*	..	..
		1943-44	2,57	5·53	5,80	12·47	92	1·89	..	..
Jaipur State	3′ 3 3/8″	*1942-43*	*3,20*	*13·94*	*3,28*	*14·30*	*1,22*	*5·33*	..	..
		1943-44	3,66	12·51	4,11	14·05	1,42	4·86	..	..
Jamnagar-Dwarka	3′ 3 3/8″	*1942-43*	*2,13*	*6·94*	*4,74*	*15·43*	*1,12*	*3·66*	*1,10*	*3·58*
		1943-44	2,18	6·75	5,08	15·73	1,17	3·61	97	2·98
Junagad State	3′ 3 3/8″	*1942-43*	*2,94*	*13·33*	*4,55*	*20·60*	*1,38*	*6·23*	..	..
		1943-44	3,04	10·42	5,31	18·20	1,38	4·73	..	..
Morvi	3′ 3 3/8″	*1942-43*	*2,27*	*5·47*	*4,49*	*10·81*	*1,05*	*2·53*	..	..
		1943-44	2,33	5·66	6,80	16·73	1,72	4·18	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1942-43*	*2,39*	*15·91*	*1,73*	*53*	*36*	*2·35*	..	..
		1943-44	2,61	13·35	2,39	12·21	43	2·19	..	..
TOTAL CLASS II RAILWAYS	..	*1942-43*	*38,34*	*10·28*	*53,54*	*14·36*	*16,10*	*4·32*	*1,10*	*0·29*
		1943-44	42,81	9·94	64,15	14·90	18,51	4·30	97	0·22

* Including Replacements and renewals or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
† As the Railway did not supply the information, the figures for the previous year have been adopted.

System for the years 1942-43 and 1943-44—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
1,74	*5·91*	*2,66*	*9·04*	*2,09*	*7·09*	..	..	*12,99*	*44·13*	Barsi Light.
1,87	5·30	2,72	7·69	2,47	6·99	..	..	14,48	40·95	
3,26	*6·89*	*1,78*	*3·76*	*1,78*	*3·76*	*93*	*1·96*	*21,14*	*44·67*	Bhavnagar State.
2,65	5·15	2,01	3·91	2,95	5·74	96	1·88	24,20	47·07	
3,12	*12·55*	*1,41*	*5·66*	*1,27*	*5·10*	*32*	*1·29*	*15,40*	*61·87*	Darjeeling Himalayan.
4,15	11·99	1,86	5·37	5,51	15·91	46	1·33	25,23	72·86	
2,36	*8·82*	*1,75*	*6·58*	*17*	*0·67*	..	..	*13,93*	*52·26*	Dibru-Sadiya.
2,36	8·82	1,75	6·58	17	0·67	..	..	13,93	52·26	
2,71	*7·61*	*1,07*	*3·00*	*42*	*1·18*	*46*	*1·28*	*14,43*	*40·55*	Gaekwar's Baroda State.
3,58	9·13	1,04	2·67	42	1·08	39	0·98	16,14	41·21	
3,01	*8·07*	*1,30*	*3·48*	*63*	*1·67*	*67*	*1·80*	*19,65*	*52·63*	
3,55	7·84	1,41	3·11	73	1·60	74	1·63	22,23	48·94	
1,08	*2·74*	*1,04*	*2·64*	*31*	*0·80*	*51*	*1·29*	*11,44*	*29·04*	Gondal.
1,74	3·73	1,10	2·37	30	0·65	67	1·44	13,10	28·18	
1,33	*5·78*	*91*	*3·95*	*17*	*0·75*	*30*	*1·31*	*10,41*	*45·36*	Jaipur State.
1,23	4·19	1,01	3·44	21	0·73	34	1·17	11,98	40·95	
1,72	*5·59*	*80*	*2·60*	*25*	*0·80*	*35*	*1·14*	*12,21*	*39·74*	Jamnagar Dwarka.
1,94	6·00	86	2·68	35	1·07	33	1·04	12,88	39·86	
1,73	*7·82*	*1·02*	*4·61*	*45*	*2·02*	*48*	*2·19*	*12,55*	*56·80*	Junagad State.
1,62	5·56	93	3·20	43	1·45	60	2·03	13,31	45·59	
3,08	*7·41*	*72*	*1·73*	*21*	*0·51*	*39*	*0·95*	*12,21*	*29·41*	Morvi.
3,08	7·47	76	1·85	22	0·53	45	1·10	15,45	37·52	
1,75	*11·66*	*87*	*5·80*	*33*	*2·17*	*21*	*1·40*	*7,64*	*50·82*	Shahdara (Delhi Saharanpur Light).
2,08	10·65	1,06	5·42	35	1·76	25	1·27	9,17	46·85	
26,89	*7·21*	*15,33*	*4·11*	*8,08*	*2·17*	*4,62*	*1·24*	*1,64,00*	*43·98*	TOTAL CLASS II RAILWAYS.
29,85	6·93	16,51	3·83	14,11	3·28	5,19	1·21	1,92,10	44·61	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2' 6"	*1942-43*	*34*	*23·44*	*46*	*31·47*
		1943-44	33	16·16	53	26·39
Arrah-Sasaram Light	2' 6"	*1942-43*	*94*	*21·59*	*1,18*	*26·96*
		1943-44	1,26	17·06	1,34	18·25
Bankura-Damoodar River	2' 6"	*1942-43*	*59*	*29·94*	*66*	*33·95*
		1943-44	53	20·12	79	29·60
Baraset-Basirhat Light	2' 6"	*1942-43*	*79*	*10·47*	*2,13*	*31·72*
		1943-44	94	12·23	2,42	31·51
Bengal Provincial	2' 6"	*1942-43*	*25*	*17·09*	*36*	*24·91*
		†1943-44	25	17·09	36	24·91
Bukhtiarpur-Bihar Light	2' 6"	*1942-43*	*25*	*11·10*	*79*	*24·64*
		1943-44	42	10·03	99	23·93
Burdwan-Katwa	2' 6"	*1942-43*	*37*	*16·46*	*58*	*25·59*
		1943-44	35	8·34	82	19·96
Cutch State	2' 6"	*1942-43*	*51*	*14·21*	*1,23*	*34·33*
		1943-44	47	12·29	1,25	33·01
Dehri-Rohtas Light	2' 6"	*1942-43* §	*19*	*6·48*	*55*	*18·77*
		1943-44 §	26	6·44	76	18·81
Dholpur-State	2' 6"	*1942-43*	*22*	*13·62*	*47*	*27·14*
		1943-44	26	10·02	55	21·24
Futwah-Islampur	2' 6"	*1942-43*	*29*	*25·78*	*56*	*49·78*
		1943-44	33	16·71	45	22·64

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
† As the Railway did not supply the information the figures for the previous year have been adopted.
§ As the information has not been supplied by the Railway the figures have been adopted.

System for the years 1942-43 and 1943-44—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III.
34	*23·24*	*22*	*15·42*	*9*	*6·40*	..	..	*1,45*	*99·97*	Ahmadpur-Katwa.
38	18·76	21	10·60	18	8·64	..	..	1,63	80·55	
70	*15·97*	*40*	*9·10*	*9*	*2·22*	*6*	*1·33*	*3,37*	*77·17*	Arrah-Sasaram Light.
73	9·97	41	5·64	12	1·56	7	0·91	3,93	53·39	
36	*18·32*	*33*	*16·77*	*15*	*7·69*	..	..	*2,09*	*106·67*	Bankura-Damoodar River.
45	17·02	35	13·31	45	17·10	..	..	2,57	97·15	
1,20	*17·85*	*33*	*4·97*	*16*	*2·36*	*12*	*1·85*	*4,64*	*69·22*	Baraset-Basirhat Light.
1,38	17·97	28	4·96	26	3·32	8	1·09	5,46	71·08	
20	*13·66*	*15*	*10·65*	*1*	*0·66*	..	..	*97*	*66·97*	Bengal Provincial.
20	13·66	15	10·65	1	0·66	..	..	97	66·97	
45	*14·20*	*27*	*8·35*	*7*	*2·06*	*4*	*1·12*	*1,97*	*61·47*	Bukhtiarpur-Bihar Light.
53	12·72	26	6·30	7	1·59	3	0·84	2,30	55·41	
36	*15·66*	*26*	*11·20*	*11*	*4·81*	..	..	*1,68*	*73·72*	Burdwan-Katwa.
46	11·04	28	6·84	26	6·39	..	..	2,17	52·57	
36	*10·00*	*23*	*6·43*	*1*	*0·16*	*2*	*0·49*	*2,36*	*65·67*	Cutch State.
32	8·46	21	5·61	..	0·07	2	0·63	2,27	60·07	
26	*8·87*	*12*	*4·10*	*6*	*2·05*	..	..	*1,18*	*40·27*	Dehri-Rohtas Light.
36	8·91	17	4·21	8	1·98	..	..	1,63	40·35	
15	*8·79*	*18*	*9·98*	*2*	*1·14*	*3*	*1·55*	*1,07*	*61·22*	Dholpur-State.
18	7·07	17	6·50	3	1·04	3	1·19	1,22	47·06	
29	*25·42*	*17*	*14·93*	*3*	*3·11*	*2*	*1·69*	*1,36*	*120·71*	Futwah-Islampur.
31	16·00	17	8·63	4	1·93	2	1·02	1,32	66·93	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Howrah Amta Light	2′ 0″	*1942-43*	*1,63*	*13·24*	*2,82*	*22·83*
		1943-44	1,36	10·05	4,58	33·98
Howrah-Sheakhala Light	2′ 0″	*1942-43*	*30*	*10·56*	*77*	*26·93*
		1943-44	32	9·70	1,21	36·60
Jagadhri Light	2′ 0″	*1942-43*	*1*	*5·47*	*8*	*38·31*
		1943-44	2	9·51	8	31·88
Jorhat	2′ 0″	*1942-43*	*24*	*15·62*	*31*	*19·97*
		1943-44 ††				
Kalighat-Falta	2′ 6″	*1942-43*	*95*	*31·50*	*93*	*31·09*
		1943-44	30	7·75	1,29	33·18
Matheran (Hill) Light	2′ 0″	*1942-43*	*4*	*2·94*	*45*	*33·90*
		1943-44	3	1·71	47	26·86
Mewar State	3′ 3/8″	*1942-43*	*1,08*	*9·32*	*2,20*	*18·91*
		1943-44	3,24	21·62	2,95	19·66
Scindia State	2′ 0″	*1942-43*	*99*	*7·31*	*4,32*	*31·91*
		1943-44	99	6·14	4,73	29·34
Tezpore-Balipara	2′ 6″	‡‡*1942-43*	*23*	*7·48*	*82*	*26·63*
		(†)1943-44	23	7·48	82	26·63
TOTAL CLASS III RAILWAYS	..	**1942-43	*10,22*	*12·72*	*21,67*	*26·97*
		1943-44	11,90	12·05	26,39	26·72

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
† As the Railway did not supply the information, the figures for the Previous year have been adopted.
‡‡ Figures for 1942-43 have been revised as the actuals for that year have become available.
** Revised figures.
†† The line has been partly merged in Bengal & Assam Railway & partly dismantled.

System for the years 1942-43 and 1943-44—concld. *(In thousands of rupees.)*

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of Gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—*concld.*
1,76	*14·27*	*55*	*4·42*	*36*	*2·92*	*17*	*1·40*	*7,29*	*59·08*	Howrah-Amta Light.
1,92	14·27	62	4·59	27	2·02	20	1·45	8,95	66·36	
47	*16·40*	*19*	*6·58*	*6*	*2·27*	*4*	*1·40*	*1,83*	*64·14*	Howrah-Sheakhala Light.
51	15·50	20	5·97	6	1·79	4	1·24	2,34	70·80	
5	*23·23*	*13*	*68·19*	*1*	*6·71*	..	..	*28*	*141·91*	Jagadhri Light.
6	19·16	5	18·10	1	2·31	..	..	23	80·96	
40	*25·77*	*11*	*7·11*	*4*	*2·78*	*4*	*1·82*	*1,14*	*73·07*	Jorhat.
..	..	..	..	..	..	..	..	..	..	
50	*16·50*	*31*	*10·40*	*25*	*8·23*	..	..	*2,94*	*97·72*	Kalighat-Falta.
64	16·31	36	9·16	59	15·14	..	..	3,18	81·54	
11	*8·09*	*20*	*14·71*	*6*	*4·41*	..	..	*86*	*63·24*	Matheran (Hill) Light.
12	6·86	25	14·28	7	4·00	..	..	94	53·71	
92	*7·88*	*59*	*5·04*	*16*	*1·42*	*21*	*1·84*	*5,16*	*44·41*	Mewar State.
1,25	8·34	65	4·38	36	2·38	44	2·91	8,89	59·29	
73	*5·39*	*53*	*3·91*	*84*	*6·21*	..	..	*7,41*	*54·73*	Scindia State.
80	4·96	53	3·29	56	3·48	..	..	7,61	47·21	
37	*12·19*	*32*	*10·42*	*6*	*1·89*	..	..	*1,80*	*58·63*	Tezpore-Balipara.
37	12·19	32	10·42	6	1·89	..	..	1,80	58·63	
9,98	*12·42*	*5,59*	*6·96*	*2,64*	*3·29*	*75*	*0·93*	*50,85*	*63·29*	TOTAL CLASS III RAILWAYS.
10,97	11·11	5,74	5·82	3,48	3·52	93	0·94	59,41	60·16	

CLASS I.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1944.				Track mileage open on 31st March 1944.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Bengal and Assam	5′ 6″	2-1-62	668·52	146·13	22·60	837·25	1,051·18	(a)502·94	51·50	1,605·62
	Sara-Sirajganj	5′ 6″	1-7-15	53·88	..	(quadruple).	53·88	53·88	26·03	..	79·91
	Bengal and Assam	3′ 3¼″	28-8-77	†2,314·16	§·79	..	2,323·95	2,333·74	§692·47	31·90	3,058·11
	Chaparmukh-Silghat	3′ 3¼″	30-3-20	50·81	..	..	50·81	50·81	4·15	0·01	54·97
	Cooch Behar State	3′ 3¼″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Katakhal Lalabazar	3′ 3¼″	1-4-23	23·49	..	..	23·49	23·49	1·08	..	24·57
	Mymensingh-Bhairab Bazar	3′ 3¼″	20-3-17	100·38	..	..	100·38	100·38	20·97	0·58	121·93
	Bengal and Assam	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—1			3,281·22	155·92	22·60	3,459·74	3,683·46	1,253·29	83·99	5,020·74
2	Bengal-Nagpur	5′ 6″	27-11-88	2,143·03	254·06	..	*2,397·09	2,651·15	673·23	207·92	3,532·30
	Central India Coal-fields	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	9·00	5·40	68·24
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·59	0·11	74·34
	Parlakimedi-Light	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	12·31	0·79	129·64
	Raipur-Dhamtari	2′ 6″	10-9-00	55·43	..	..	55·43	55·43	4·98	0·65	61·06
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	62·10	13·41	701·43
	Total—2			3,121·70	254·06	..	3,375·76	3,629·82	767·04	229·61	4,626·47
3	Bikaner State	3′ 3¼″	9-12-91	876·02	..	..	876·02	876·02	75·62	7·91	959·55
	Nabha Section	3′ 3¼″	1-3-41	7·03	..	..	7·03	7·03	1·06	..	8·09
	Total—3			883·05	..	..	883·05	883·05	76·68	7·91	967·64

(a) Net increase of 20·95 miles is due to extension and laying of new sidings.

† Increase of 2·27 miles is due to (1) conversion of Jorhat of (9·84) Narrow to Metre gauge; (2) taking over of 9·90 miles from O. & T. Railway and (3) dismantlement of 8·47 miles of Shaistaganj Habiganj Branch.

§ Net Increase of 77·94 miles is due to laying of (77·11 miles); taking over of 5·61 miles from O. & T. Railway; conversion of 2·62 miles of Jorhat Railway from Narrow into Metre gauge siding and dismantlement of (8·30 miles) sidings.

* Decrease of 1·83 miles is due to lines dismantled.

for the year 1943-44

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bengal and Assam.
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State Line.	Bengal and Assam.
..	..	..	..	..	..	Branch line under guarantee terms.†	Chaparmukh Silghat.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	Branch line under rebate terms.†	Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
..	..	..	..	..	..	State line.	Bengal and Assam.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna Bagerhat light.
	..		..		..		Total—1.
..	..	..	..	(c) Bankura to Midnapur Doubling.	63·50	State line.	Bengal Nagpur.
..	..	..	..	..	..	State line.	Central India Coal-field
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj
..	..	..	..	..	..	Indian State Railway.	Parlakimedi Light.
..	..	..	..	..	..	State lines	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		63·50		Total—2.
..	..	..	..	..	..	Indian State lines.	Bikaner State.
..	..	..	..	..	..		Nabha State.
	..		..		..		Total—3.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.
(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.
† Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.
(c) Sanctioned in Ry. Bd. letter No. 4633-W (2), dt. 9-12-43.

8.—Mileage Statement

CLASS I.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1944.				Track mileage open on 31st March 1944.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India.	5′ 6″	10-2-60	(a) 937·68	240·82	*19·44	(a) 1,197·94	1,496·82	367·23	98·83	1,962·88
	Nagda-Ujjain	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·58	1·01	40·38
	Gaekwar's Petlad	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·27	2·45	25·14
	Tarapur-Cambay State	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	0·75	14·59
	Bombay, Baroda and Central India.	3′ 3¼″	14-2-73	1,876·53	2·82	..	1,879·35	1,882·17	390·01	28·77	2,300·95
	Ahmedabad-Parantij	3′ 3¼″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Palanpur State	3′ 3¼″	8-11-93	17·11	..	..	17·11	17·11	1·26	..	18·37
	Champaner-Shivrajpur-Pani Light.	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·82	0·85	28·16
	Nadiad-Kapadvanj	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	2·76	1·19	63·32
	Piplod-Devgad Baria	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4			3,140·86	243·64	19·44	3,403·94	3,705·64	788·03	140·83	4,634·50

* 0·26 mile treble and 19·18 miles quadruple

(a) Increase of 33·53 miles is due to transfer of Amalner Jalgaon Section from the G. I. P. Rly. to the B. B. & C. I. Rly.

for the year 1943-44—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Indian State lines	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur-Cambay State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani Light.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State Lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
..	..	..	..	..	..		Total—4.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown

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8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1944.				TRACK MILEAGE OPEN ON 31ST MARCH 1944.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	East Indian	5′ 6″	15-8-54	2,979·14	(d) 925·67	(‡) 98·51	(a)4,003·32	5,165·63	1,832·77	279·61	7,278·01
	Cawnpore-Barabanki	3′ 3½″	24-11-96	58·62	..	..	*58·62	58·62	13·19	1·77	73·58
	Total—5			3,037·76	925·67	98·51	4,061·94	5,224·25	1,845·96	281·38	7,351·59
6	Great Indian Peninsula (b)	5′ 6″	18-4-53	2,203·18	775·52	32·74 (Quadruple)	3,011·44	3,885·18	918·68	249·03	5,052·89
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	23·46	0·18	80·28
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	7·01	4·67	125·14
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	46·21	..	193·28
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	0·98	0·45	28·73
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	6·03	2·64	126·48
	Pachora-Jamner	2′ 6″	1-4 18	34·62	..	..	34·62	34·62	1·98	0·89	37·49
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—6			2,721·91	775·52	32·74	(c)3,530·17	4,403·91	(c)1,005·48	258·10	5,667·49
7	Jodhpur	3′ 3½″	24-6-82	806·95	..	..	806·95	806·95	106·87	14·01	927·83
	Jodhpur Hyderabad (British Section).	3′ 3½″	18-8-92	269·24	..	..	269·24	269·24	54·24	6·27	329·75
	Mirpur Khas-Khadro	3′ 3½″	1-1-12	49·50	..	..	49·50	49·50	4·44	1·60	55·54
	Total—7			1,125·69	..	..	1,125·69	1,125·69	165·55	21·88	1,313·12

(a) Decrease of 7·73 miles is due to dismantlement of Barabanki-Bahramghat Branch on 27-2-1943 and transfer of 0.15 miles to N. W. and opening of Dankuni Link (1·11 miles)

(b) The following mileages of Metre and Narrow Gauges, at junction stations, which are solely used by the Foreign railways but maintained by this railway, have not been included :—

B. B. & C. I. Railway . . . . . 1·665 miles of 3′ 3-3/8″ Gauge in Agra Area.
M. & S. M. Railway . . . . . 0·064 mile of 3′ 3-3/8″ Gauge at Ghorpuri.
G. I. Railway . . . . . 0·998 mile of 2′—0″ Gauge at Gwalior.
B. N. Railway . . . . . 1·070 miles of 2′—6″ Gauge at Jubbulpore.
B., B. & C. I. Railway . . . . . 2·259 miles of Mixed Gauge in Agra Area.

(c) Increase of 44·45 miles in sidings is due to additions and alterations, constructed and extended for the Military Department.

(d) Decrease is due to conversion of the section Khana—Galsi and Durgapur-Oyaria into one with treble lines :—

Khana-Galsi on 14-7-43 . . . . . 5·47 Miles
Durgapur-Oyaria on 9-5-43 . . . . . 4·82 ,

‡ 66·20 miles treble, 27·33 miles quadruple, 4·01 miles quintuple, 0·98 mile sextuple and 0·89 miles septuple.

* Decrease of 9·28 miles is due to Transfer of Barabanki-Burhwal section to O. & T. Rly. on 15-9-43.

(e) Decrease of 34·25 miles is mainly due to transfer of Jalgaon—Amalner Section to the B.B. & C. I. Rly.

for the year 1943-44—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Dunkuni Link	1·11	..	..	..	..	State line.	East Indian.
Between H. B Chord & C.C. Rly.	..	..	..	..	..	State line. ¶	Cawnpore Barabanki Link and other.
	1·11			..		..	Total—5.
..	..	..	..	..	..	State line.	Great Indian Peninsula.
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Barmati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—6.
..	..	..	..	..	..	Indian State line.	Jodhpur.
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	State Line.	Mirpur Khas-Khadro.
	..		..		..	..	Total—7.

¶ Under running power agreement, the O. & T. Ry. run and haul their trains and traffic over this line.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1944.				Track mileage open on 31st March 1944.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
8	Madras and Southern Mahratta	5′ 6″	1-7-56	1,041·68	48·17	3·71 (Quadruple).	*1,093·56	1,152·86	341·70	§107·98	1,602·54
	Kolar Gold-fields (M. S. Ry.)	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	1·84	2·95	14·67
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	1,710·98	1·15	..	1,712·13	1,713·28	258·34	5·83	1,977·45
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	23·54	0·54	75·12
	Total—8			2,888·28	49·32	3·71	2,941·31	3,001·76	630·97	117·30	3,750·03
9	Mysore State	3′ 3⅜″	1-2-81	347·79	..	..	347·79	347·79	47·35	0·55	395·69
	Bangalore-Harihar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	31·07	0·72	242·28
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·23	..	55·42
	Bangalore-Chick Ballapur Light	2′ 6″	6-4-15	38·63	..	..	38·63	38·63	4·96	..	107·16
	Kolar District	2′ 6″	15-12-13	63·57	..	..	63·57	63·57			
	Tarikera—										
	Narasimharajapura Tramway	2′ 0″	22-5-15	26·60	..	..	26·60	26·60	2·62	..	29·22
	Total—9			738·27	..	..	738·27	738·27	90·23	1·27	829·77
10	Nizam's State	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	70·67	7·38	408·23
	Bezwada Extension	5′ 6″	10-2-89	†21·54	..	..	21·54	21·54	1·53	..	23·07
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	5·08	3·96	154·73
	Karepalli-Kothagudium	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	3·83	2·42	30·77
	Vikarabad-Bidar and Extension	5′ 6″	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·39	..	178·64
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavery Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	60·73	2·22	457·14
	Parbhani-Purli	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	15·97	0·05	173·38
	Dronachellam (Dhone-Kurnool).	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Jankampet Bodhan	3′ 3⅜″	1-11-38	12·04	..	..	12·04	12·04	1·76	1·40	15·20
	Total—10			1,342·16	17·82	..	1,359·98	1,377·80	178·37	17·43	1,573·60

† Maintained by N. S. Ry. 20·32 miles and by M. and S. M. Ry. 1·22 miles.
* Increase of 1·84 miles is due to
"By pass connecting N. W. L. and S. W. L."
§ Increase is due to laying more sidings for special traffic purposes

for the year 1943-44—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCEHD. (b)		UNDER CONSTRUCTION. (c)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Madras and Southern Mahratta.
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields (M. S. Ry.).
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..	..	..		Total—8.
..	..	..		..		Indian State line	Mysore State.
..	..	..	..	..	..	Indian State Lines.	Bangalore-Haribar.
..	..	..	..	..	..		Hindupur (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	Line guaranteed by Indian State.	Bangalore-Chick Ballapur Light.
..	..	..	..	..	..	Indian State Line.	Kolar District.
							Tarikera—
..	..	..	..	..	..	Indian State line.	Narasmanarajapur Tramway.
..	..	..	..	..	..		Total—9.
			..		..	Indian State line.	Nizam's State.
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
..	..	A Bhadrachellam Road to Ramarama.	1·99	..	..		Karepali-Kothagudium.
..	..	..	..	..	..		Vikarabad-Bidar and Extension.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavery Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam (Dhone Kurnool).
..	..	..	..	..	..	Indian State line.	Jankampet Bodhan.
				Mudkhedto Adilabad (a)	100·69	Indian State line.	
	..		1·99		100·69		Total—10.

(a) Construction of the line has been suspended for want of materials.
(b) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.
(c) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1944.				TRACK MILEAGE OPEN ON 31ST MARCH 1944.			
				Single line.	Double line.	Treble lines, etc., as the case ; may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
11	North Western †† . .	5′ 6″	13-5-61	4,833·57	885·03	..	**5,718·60	6,603·63	1,896·28	69·10	*8,571·01
	Shahdara Narowal . . .	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·39
	Bahawalnagar-Fort Abbas .	5′ 6″	4-4-28	63·11	..	..	63·11	63·11	3·45	..	66·56
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian . .	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	5·40	..	50·48
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·37	..	51·40
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·65	..	19·51
	Kanpur-Chachran . . .	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·45	..	24·43
	Ludhiana-Dhuri-Jakhal . .	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun . . .	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	3·65	..	50·33
	Rajpura Bhatinda . . .	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal . . .	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·84	..	44·54
	Sirhind-Rupar . . .	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor . .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·34	..	79·80
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·21	..	70·14
	Kangra Valley . . .	2′ 6″	1-12-28	68·04	..	..	68·04	68·04	8·15	..	76·19
	Zhob Valley (Fort Sandeman-Bostan).	2′ 6″	1-1-21	173·84	..	..	§173·84	173·84	28·89	..	202·73
	Kohat-Thal	2′ 6″	1-4-03	61·36	..	..	61·86	61·86	10·75	..	72·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	22·65	8·22	188·35
	Total—11 .			6,000·21	885·03	..	6,885·24	7,770·27	(a)2,047·59	77·32	9,895·18

* Khania to Zardalo (37·45 miles, single line and 0·82 miles siding) of Sibi Khanai Section and Landi Kotal-Landi Khana (4·83 miles, single line and 0·88 mile siding) closed to traffic, not included.

†† Includes 162·84 miles, single line and 6·02 miles sidings, "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

§ Excludes 9·32 miles of mixed gauge (Khanai Bostan Section) included under main line, broad gauge.

** Includes the mixed gauge line referred to in the note marked with § above.

(a) Decrease of 14·08 miles in Sidings is due to minor additions and alterations, constructed, extended and change in bases of length of Sidings etc.

for the year 1943-44—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	North Western.
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu) Kashmir (Indian State Section.
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	UInder guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Bostan).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Bannu) and Laki-Pezu Tank-Manzai.
	..		..		..		Total—11.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1944.				Track mileage open on 31st March 1944.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	Oudh and Tirhut B. & N. W.	3′ 3⅜″	2-4-84	2,032·66	43·32	..	(c) 2,105·98	2,149·30	516·22	62·14	2,727·66
	Mashrak-Thawe	3′ 3⅜″	12-1-31								
	Tirhut	3′ 3⅜″	1-11-75								
	Rohilkund and Kumaon	3′ 3⅜″	12-10-84	577·05	1·16	..	578·21	579·37	108·42	18·34	706·13
	Total—12			2,639·71	44·48	..	2,684·19	2,728·67	624·64	80·48	3,433·79
13	South Indian	5′ 6″	23-5-60	559·24	..	..	559·24	559·24	139·44	2·90	701·58
	Shoranur Cochin	5′ 6″	24-10-34	73·44	..	..	73·44	73·44	23·01	*1·78	98·23
	South Indian §	3′ 3⅜″	15-7-61	1,433·55	(a)14·84	(b)15·55	†1,453·94	†1,489·88	330·42	14·84	1,835·14
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	5·19	..	34·15
	Peralam-Karaikkal	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·26	..	15·91
	Podanur-Pollachi	3′ 3⅜″	15-10-15	24·48	..	..	24·48	24·48	1·65	..	26·13
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·16	0·18	10·19
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·23	..	42·41
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·52	..	..	50·52	50·52	10·14	0·29	60·95
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64	97·64	11·12	0·39	109·15
	Total—13			2,328·51	4·84	15·55	2,348·90	2,384·84	528·62	20·38	2,933·84
	Total Class I			33,249·33	3,356·30	192·55	36,798·18	40,657·43	10,002·45	1,337·83	51,997·76

* Includes 0·87 miles of 3′ 3⅜″ Gauge.
† Includes electrified lines between Madras Beach and Tambaram.
§ Note (1) The following Mixed Gauge Track has been included in the B. G. Route and Running Track.
(i) 1·72 miles between Olavakkot and Palghat.
(ii) 1·34 miles between Podanur and Coimbatore (Nanjundapuram Block station.
(2) 1·97 miles of Mixed Gauge track between Salem Junction and Salem Market have been included in the M.G. Route and Running Track.
(a) The double line comprises of (i) 2·25 miles between Golden Rock and Trichinopoly Jn.
(ii) 2·59 miles, electrified, between Madras Beach and Madras Egmore.
(b) 15·55 miles of Treble line (two lines of which are electrified) are between Madras Egmore and Tambaram.
(c) Increase of 12.40 miles is due to transfer of Burdwan Barabanki Section from E. I. Rly. linking and opening of ghat shift.

for the year 1943-44—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Oudh and Tirhut.
Malhaur to Daliganj and Aishbagh	8·33						
	8·33		..		..		Total—12.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..		..	..		..		Total—13.
	9·44		1·99		164·19		Total Class I.

*Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1944.	TRACK MILEAGE OPEN ON 31st MARCH 1944.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·21	224·78	Line subsidized by the Government of India and Indian State.*
2	Bhavnagar State	3′ 3⅜″	20-12-80	307·04	307·04	72·09	379·13	Indian State Line.
3	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	5·09	100·53	Branch line under rebate terms.
	Total—3			146·51	146·51	15·75	162·26	
4	Dibru-Sadiya	3′ 3⅜″	15-8-82	84·00	84·00	55·37	139·37	Line subsidized by Local Government. ¶
	Ledo and Tikak Margherita Colliery	3′ 3⅜″	17-2-84	11·15	11·15	33·03	44·18	Unassisted Company's line.
	Total—4			95·15	95·15	**88·40	183·55	
5	Gaekwar's Baroda State	3′ 3⅜″	21-3-87	255·12	255·12	34·85	289·97	Ipdian State Lines.
	Khijadia-Dhari	3′ 3⅜″	11-3-13	37·46	37·46	4·62	42·08	
	Prachi Road-Kodinar	3′ 3⅜″	6-4-38	15·85	15·85	0·80	16·65	
	Gaekwar's Baroda State	2′ 6″	8-4-73	405·44	405·44	63·62	469·06	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·10	24·77	
	Total—5			736·54	736·54	105·99	842·53	
6	Gondal	3′ 3⅜″	19-1-81	126·08	126·08	21·01	147·09	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·16	46·16	10·42	56·58	
	Porbandar State	3′ 3⅜″	1-10-89	41·25	41·25	7·67	48·92	
	Total—6			213·49	213·49	39·10	252·59	
7	Jaipur State	3′ 3⅜″	10-11-05	†254·17	†254·17	20·09	274·26	
8	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	78·32	78·32	6·06	84·38	Indian State lines.
	Jamnagar	3′ 3⅜″	8-4-97	86·97	86·97	17·44	104·41	
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	6·89	44·10	
	Total—8			202·50	202·50	30·39	232·89	
9	Junagad State	3′ 3⅜″	1-9-88	§229·22	229·22	30·08	259·30	Indian State lines.
10	Morvi	3′ 3⅜″	4-3-05	132·26	132·26	39·51	171·77	
	Dhrangadhra	3′ 3⅜″	1-6-98	40·28	40·28	18·54	58·82	
	Total—10			172·54	172·54	58·05	230·59	
11	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·90	103·40	Line subsidized by the Government of India*
	TOTAL CLASS II			2,652·23	2,652·23	493·05	3,145·28	

* Receives land only from Government.

** Increase of 31·54 miles is due to laying of more sidings for special traffic purposes.

§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only. Subsidy ceased with effect from 1920-21.

† Increase of 8·57 miles is due to opening of Jaipur Sanganer Town Sheodaspura Realignment (15·23 miles) and abandonment of old section Sanganer Junction to Sheodaspura (6·66 miles.)

for the year 1943-44—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				
		(a) SANCTIONED BUT NOT COMMENCED		(b) UNDER CONSTRUCTION		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—3.
..	..	..	..	..	..	Dibru-Sadiya.
(d) Ledo to Lekhapani yard. down stop board	5·65	..	..	..	..	Ledo and Tikak Margherita Colliery.
	5·65		..		..	Total—4.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Khijadia-Dhari.
..	..	..	..	..	..	Prachi Road-Kodinar.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..		..		..	Total—5.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	..		..		..	Total—6.
Jaipur Sanganer Town Sheodaspura Realignment.	15·23	(c) Fatehpur-Bissau Section.	18·51	..	..	Jaipur State.
..	..	..	..	..	..	Jamnagar-Dwarka.
..	..	..	..	Jam-Wanthali-Kalawad.	16·02	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		..		16·02	Total—8.
..	..	..	..	..	..	Junagad State.
..	..	(c) Morvi—Halwad .	32·18	..	..	Morvi.
..	..	..	..	..	..	Dhrangadhra.
..	..	..	32·18	..	..	Total—10.
..	..	..	..	..	..	Shahdara (Delhi)-Sharanpur Light.
	20·88		50·69		16·02	TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.
(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.
(c) Construction of this line has been suspended during the war.
(d) This line was opened during the year 1942-43.

8.—*Mileage Statement*

CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1944.	TRACK MILEAGE OPEN ON 31ST MARCH 1944.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·79	35·48	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·86	71·02	Line subsidized by District Board.
3	Bankura-Damodar River	2′ 6″	15-12-16	59·95	60·33	7·25	67·58	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·40	57·64	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	(a)41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·40	36·40	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·55	76·55	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	24·09	24·09	12·95	37·04	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·66	28·66	Branch line under guarantee terms.
12	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	7·28	51·15	Lines subsidized by District Board.
13	Howrah-Sheakhala Light	2′ 0″	20-8-97	19·75	19·75	1·41	21·16	
14	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
15	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
16	Matheran (Hill) Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
17	Mewar State	3′ 3¾″	1-8-95	145·90	145·90	20·87	166·77	Indian State line.
18	Scindia State	2′ 0″	2-12-99	294·92	294·92	*30·26	325·18	Indian State line.
19	Tezpore-Balipara Light (a)	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.†
	TOTAL CLASS III	..	..	1,061·90	1,063·31	126·62	1,189·93	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives land and rebate from Government.
† Subsidy ceased with effect from 1914-15.
(a) As the railway did not supply the information, the figures for 1942-43 have been adopted for 1943-44 also.

for the year 1943-44—concld.

RAILWAYS

ROUTE MILEAGE OPENED DURING THE YEAR 1943-44.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1944.				
		SANCTIONED BUT NOT COMMENCED (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara Jamalpurganj.
	..		..		..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	*Dholpur Rajakhera Section.	22·34	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Matheran (Hill) Light.
..	..	..	..	..	..	Mewar State.
..	..	..	..	..	..	Scindia State.
..	..	..	..	..	..	Tezpore-Balipara Light.
	..		..		22·34	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.
(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.
* This section has been kept in abeyance owing to no commercial prospects.

9.—Mean mileage worked, number of stations and gradients on Class I Railways during the year 1943-44.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles)	Inclination.	Degree	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal & Assam	891·1	247	Nil	Nil	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
Bengal Nagpur	2,541·0	411	1·47	19·1	194·1	877·6	181·1	1,273·4	0·87	1 in 50	10·0	573	16·3	15·3
Bombay, Baroda & Central India.	1,263·8	228	*Nil*	1·35	0·61	275·3	96·8	374·0	0·88	1 in 80	5·75	996	14·7	19·8
East Indian	(e)4,128·5	746	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·5	10·0
Great Indian Peninsula.	3,347·8	484	20·8	26·1	94·1	1,046·2	407·5	1,594·7	0·16	1 in 34	9·02	600	20·5	16·1
Madras and Southern Mahratta.	1,131·4	234	*Nil*	12·9	33·0	185·0	112·9	343·8	0·80	1 in 60	8·00 (c)	716 (c)	20·7	12·0
Nizam's State	688·2	94	*Nil*	*Nil*	153·6	220·5	30·7	404·8	2·52	1 in 100	4·40	1,300	18·9 (i)	20·6 (i)
North Western	6,287·6	969	92·1	112·4	221·6	250·0	235·3	911·4	2·75	1 in 25	12·6	455	13·9	15·0
South Indian	(k) 767·7	156	*Nil*	28·5	47·7	134·3	54·2	264·7	1·16	1 in 62	7·16	800	35·3	24·1
Total	21,047·1	3,569	114·5	223·4	811·5	3,296·9	1,264·2	5,710·5						
3′ 3-3/8″ GAUGE														
Bengal & Assam	2,521·9	562	12·8	38·7	42·5	269·5	111·0	474·5	9·67	1 in 37	14·3	400	13·1	23·6
Bikaner State	893·1	115	Nil	Nil	0·17	111·0	64·2	175·4	0·17	1 in 100	10·0 (l)	573	7·55	10·1
Bombay, Baroda & Central India.	1,984·9	(d) 283	3·40	0·48	19·0	388·4	(j)262·7	674·0	3·40	1 in 40	8·00	716	9·55	10·3
East Indian	62·9	*Nil*	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,120·7	177	0·51	*Nil*	2·51	234·7	80·4	318·1	0·51	1 in 50	8·00	716	8·80	11·4
Madras and Southern Mahratta.	1,816·5	285	13·6	46·2	488·2	372·3	114·9	1,035·2	2·08	1 in 40	12·0	479	22·0	36·6
Mysore State	609·5	103	*Nil*	54·3	273·4	72·8	27·3	427·8	1·05	1 in 70	10·0	573	20·1	24·9
Nizam's State	671·8	112	*Nil*	*Nil*	11·5	352·7	175·0	539·2	0·78	1 in 100	5·00	1,146	10·8	8·55
Oudh & Tirhut	2,718·0	469	0·11	6·37	11·6	23·0	32·5	73·6	0·11	1 in 50	12·0	479	9·73	8·02
South Indian	1,719·3	427	24·0	30·6	82·9	356·0	135·3	628·8	0·31	1 in 53 (h)	11·5 (f)	500	18·0	(g)16·4
Total	14,108·6	2,533	54·4	176·7	931·8	2,181·1	1,006·1	4,350·1						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal & Assam	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Bengal Nagpur	924·8	136	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·1	409	18·6	38·3
Bombay, Baroda & Central India.	152·2	27	*Nil*	4·20	29·1	33·3	8·19	74·8	0·35	1 in 75	12·0	478	21·3	50·2
Great Indian Peninsula.	201·6	25	*Nil*	1·71	49·0	49·6	12·2	112·5	0·80	1 in 80	12·0	478	17·5	41·8
Mysore State	128·8	25	5·43	6·67	47·7	*Nil*	12·7	72·5	5·43	1 in 50	40·0	143	10·1	25·2
North Western	606·9	77	86·1	40·9	99·3	91·7	41·5	359·5	0·80	1 in 20	52·1	110	20·4	175·6
Total	2,051·2	304	92·0	97·7	378·6	379·6	129·5	1,077·4						
GRAND TOTAL	37,206·9	6,406	260·9	497·8	2,121·9	5,857·6	2,399·8	11,138·0						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	2,646·6	519
	Class III Railways.	1,095·8	310

(b) Excludes block huts, branch booking offices, out agencies and train halts.
(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius-1,000 ft.
(d) Excludes stations handed over to the Railway Military Units as a temporary measure.
(e) Includes 126·07 mean miles due to running powers.
(f) The steepest curve on the Travancore Ghat is of 477′ radius at mile Q. 431 and on the Nilgiri Ry. of 318′ at miles H. 15 & H. 16.
(g) The figure is for plains section; the figure for ghat section being 341·5°.
(h) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12·28 for length of 0·28 miles, 1 in 12·50 generally in the rack section and 1 in 25 for a length of 2·63 miles in the adhesive Section.
(i) Figures relating to Landi Kotal Landi Khana and from near Zardaloo to Khanai (closed to traffic) not excluded while calculating these results.
(j) Includes total length of gradients of 1/301 to 1/500 (20·9 miles) and 1/501 to 1/1000 (12·3 miles).
(k) Includes 133 miles of M. & S. M. Rly. over which running power is exercised.
(l) Except on Mhow Ghat section on which the maximum curvature is 10·2° & radius-560′.

10.—Statement of Rolling Stock in Service on Class I Railways on the 31st March 1944.

Note.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

A.—Locomotives and Rail-cars, etc.—*By gauges.*

Railway.	Locomotives.						Rail Cars (Steam propelled)			Rail Cars (Internal combustion engine propelled).			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort in lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units).	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal and Assam	221	72	293	..	7,470,078	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	603	52	655	..	20,732,763	..	1	24	80	1	24	80	..	..	..	..
Bombay, Baroda and Central India.	321	*35	356 (*m*)	2	9,310,871	10,000	..	..	..	..	..	..	40	..	7,230	79
East Indian	1,172	434	1,606	..	39,127,679	..	3	30	270	..	..	..	..	..	.. (*c*)	..
Great Indian Peninsula	598	62	660	66	17,732,489	2,065,000	..	..	..	..	..	..	53	..	6,870	67
Madras and Southern Mahratta.	244	58	302	..	7,756,138	..	..	..	..	6	..	660	..	..	..	..
Nizam's State	81	4	85 (*k*)	..	2,122,023	..	..	..	..	4	..	333	..	..	..	..
North Western	1,061	114	1,175	..	31,612,005	..	6	..	583	12 (*a*)	7	1,111	..	..	..	..
South Indian	(*b*)136	17	153	..	3,431,270	..	..	..	..	..	..	..	..	..	..	..
Total	4,437	848	5,285	68	139,235,319	2,075,000	10	54	939	23	31	2,187	93	..	14,150	63
3′ 3¾″ Gauge.																
Bengal and Assam	399	17	416	..	6,552,447	..	1	..	56	..	..	..	..	..	..	..
Bikaner State	55	..	55	..	748,011	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	365	75	440	..	6,746,698	..	3	36	307	..	..	..	..	..	..	..
Jodhpur	90	4	94	..	1,308,423	..	..	..	..	1	(*e*) 7	(*i*) 5	..	..	..	..
Madras and Southern Mahratta.	282	5	287 (*q*)	..	4,869,355	..	..	..	..	..	..	..	..	..	..	..
Mysore State	78	8	86	..	1,337,579	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	63	12	75	..	1,135,205	..	2	..	224	..	..	..	..	..	..	..
Oudh and Tirhut	420	34	(*n*)454	..	6,022,454	..	..	..	..	..	..	..	..	..	..	..
South Indian	(*j*)250	85	335	4	4,748,684	41,600	..	..	..	3	..	220	(*f*) 21	720	523	37
Total	2,002	240	2,242	4	33,468,946	41,600	6	36	587	4	7	225	21	720	523	37
2′ 6″ and 2′ 0″ Gauges.																
Bengal and Assam	..	9	9	..	35,940	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	101	8	109		1,616,239	..	3	18	96	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	5	15	20	..	178,923	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	10	8	18	..	254,096	..	..	..	..	1	..	53	..	..	..	..
Mysore State	12	6	18	..	116,425	..	..	..	..	..	..	..	..	..	..	..
North Western	68	31	(*l*) 99	..	1,431,392	..	3	..	103	6	63	..	1	15	..	13
Total	196	77	273	..	3,633,015	..	6	18	204	7	66	53	1	15	..	13

*Includes one Diesel Electric Shunting Engine.
(*a*) Includes one used as an Inspection Car without rearrangement of the Seats.
(*b*) Includes 8 X D class engines on loan to G. I. P. Railway.
(*c*) Includes standing accommodation.
(*e*) Chairs.
(*f*) Excludes Electric Trailer coaches.
(*i*) Includes 2 chairs for drivers.
(*j*) Includes 14 engines on loan to B. and A. Railway and 2 engines to Officer Commanding, Technical Group.
(*k*) Includes 22 engines on loan to E. I. Railway, 12 engines on loan to G. I. P. Railway and 10 engines on loan to B. and A. Railway.
(*l*) Includes 2 S class engines on loan to the Defence Department.
(*m*) Includes 19 engines on loan to G. I. P. Railway, 7 engines to B. and A. Railway and 4 engines to Port Trust Railway.
(*n*) Includes 36 engineslent to B. and A. Railway.
(*p*) Includes 78 on loan to B & A Railway and 8 to military Railway units.
(*q*) Excludes one sentinel locomotive self-propelled.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1944—contd.

B.—Coaching Stock—*Broad and Metre Gauges.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Passenger carriages of uniform class.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal and Assam	236	336	51	..	29,568	15	105	..	..	441
Bengal-Nagpur	398	33	130	3,868	34,719	11	24	..	..	(*j*) 54
Bombay, Baroda and Central India	(*a*) 471	(*b*)1,286	(*c*) 4,858	..	(*d*) 55,068	12	..	28	..	440
East Indian	1,068	901	1,812	9,189	**98,452	268	76	165	..	††15,298
Great Indian Peninsula	*561	977	1,890	71	†60,857	..	..	..	..	..
Madras and Southern Mahratta	212	80	300	..	23,386	13	..	..	..	502
Nizam's State	46	..	..	..	5,595	14	12	24	..	519
North Western	876	208	319	1,818	90,169	80	..	..	91	3,680
South Indian	131	162	104	..	12,381	..	..	..	..	..
Total	3,999	3,983	9,464	14,946	410,195	413	217	217	91	20,934
3′ 3¾″ Gauge.										
Bengal and Assam	598	1,039	60	1,002	38,522	47	84	..	210	1,037
Bikaner State	46	..	..	..	3,638	29	12	72	188	488
Bombay, Baroda and Central India	527	147	..	..	39,606	149	330	564	..	1,552
Jodhpur	74	32	..	..	5,440	55	23	104	312	598
Madras and Southern Mahratta	221	32	162	..	14,136	42	56	36	..	360
Mysore State	101	16	54	..	5,764	13	..	12	..	317
Nizam's State	52	..	..	..	4,246	(*i*) 20	54	72	..	568
Oudh and Tirhut	512	..	..	1,521	42,440	(*h*) 539	282	398	1,360	17,909
South Indian	(*e*) 582	553	511	..	(*f*) 37,603	..	..	..	..	..
Total	2,713	1,819	787	2,523	191,395	894	841	1,258	2,070	23,329

*Includes 102 bogies of (Electric Stock) Multiple unit stock.
(*a*) Includes 120 Electric Trailer Coaches.
(*b*) Includes 800 1st class seats of Electric Stock.
(*c*) Includes 4,060 2nd class seats of Electric Stock.
(*d*) Includes 17,540 3rd class seats of Electric Stock.
**Includes 740 seats for servants in upper class stock and 14,386 seats in 135 replaced vehicles running as mela carriages.
††Includes 10 seats for servants in upper class stock and 15,120 in 252 replaced vehicles running as mela carriages.
(*e*) Includes 48 Trailer Electric Coaches.
†Includes 17,966 Third class seats (including standing accommodation) of (Electric Stock) Multiple Units.
(*f*) Includes 3,456 third class seats of electric stock.
(*h*) Includes 350 six-wheelers.
(*i*) Six wheelers.
(*j*) Stretchers.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1944—contd.

B.—Coaching Stock—*Broad and Metre Gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation.										
Bogies.					*Four-wheelers.*					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
249	1,714	2,846	8,135	9,097	16	92	171	54	72	Bengal and Assam.
190	1,525	2,884	2,891	2,078	11	69	117	..	..	Bengal Nagpur.
117	973	2,080	150	3,774	6	30	60	..	12	Bombay, Braoda and Central India.
469	2,800	6,067	10,567	‡‡ 12,698	12	84	129	..	¶8	East Indian.
‡289	§3,135	§6,619	2,206	§8,065	..	..	..	..	..	Great Indian Peninsula.
169	482	1,974	2,745	7,520	4	16	24	..	..	Madras and Southern Mahratta.
27	197	484	..	794	4	24	50	..	..	Nizam's State.
653	3,347	4,572	12,291	29,472	43	316	384	..	..	North Western.
63	652	1,752	..	(r) 1,186	..	..	..	..	..	South Indian.
2,226	14,825	29,278	38,985	74,684	96	631	935	54	92	Total.
										3′ 3½″ Gauge.
318	1,807	947	4,075	7,805	55	302	326	212	264	Bengal and Assam.
(t) 19	108	117	227	425	9	54	54	..	..	Bikaner State.
155	1,176	1,716	476	3,015	21	126	126	..	..	Bombay, Baroda and Central India.
54	147	262	883	1,048	14	44	56	34	..	Jodhpur.
149	292	978	1,850	3,398	7	28	42	..	..	Madras and Sotuhern Mahratta.
42	156	438	180	834	1	4	6	..	..	Mysore State.
18	129	292	..	243	‖ 5	33	68	..	..	Nizam's State.
89	641	903	1,142	1,507	(m) 135	634	645	717	976	Oudh and Tirhut.
159	855	2,404	120	(s) 3,272	..	..	..	..	..	South Indian.
1,003	5,311	8,057	8,953	21,547	247	1,225	1,323	963	1,240	Total.

‡ Includes 51 Bogies of Electric Stock) Multiple unit stock.
§ Includes 1,083 First, 3,098 Second and 3,019 Third class seats (including standing accommodations) of Electric Stock ; and excludes 52, 56 and 100 Dining seats respectively.
‖ Six-wheelers.
(*m*) Includes 92 six-wheelers.
‡‡ Includes 2,184 seats for servants in upper class stock.
¶ Represent seats for servants in upper class stock.
(*r*) Includes 231 servants.
(*s*) Includes 8 servants.
(*t*) Includes 2 kitchen bogies III class with 60 seats each.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1944*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Composite passenger carriages with brake van or mail accommodation										Military cars.	
	Bogies.					*Four-wheelers.*						
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.		
23	24	25	26	27	28	29	30	31	32	33	34	35
5′ 6″ Gauge.												
Bengal and Assam	187	40	60	422	16,720	2	..	..	..	60	..	..
Bengal Nagpur	144	..	..	116	8,724	1	..	..	..	37	4	..
Bombay, Baroda and Central India	98	..	..	824	5,640	..	..	..	..	..	5 (*v*)	220
East Indian	536	20	34	558	33,263	8	..	..	..	335	60 (*u*)	..
Great Indian Peninsula	232	112	192	..	**11,551	..	..	..	..	..	126	†5,674
Madras and Southern Mahratta	145	..	..	472	7,903	1	..	..	..	50	(*x*)16	..
Nizam's State	26	..	..	..	1,025	..	..	..	..	..	.. (*z*)	..
North Western	541	1,038	1,186	1,377	23,072	..	..	..	..	..	93 (*u*)	1,152
South Indian	111	72	144	..	(*o*)7,317	..	..	..	..	..	7	93
Total	2,020	1,282	1,616	3,739	115,215	12	..	..	..	482	393	7,13?
3′ 3½″ Gauge.												
Bengal and Assam	327	10	10	1,560	11,460	15	3	3	..	151	..	..
Bikaner State	21	..	..	..	1,202	..	..	..	..	..	..	..
Bombay, Baroda and Central India	200	..	..	..	9,816	..	..	..	..	..	(*u*) 39	..
Jodhpur	74	..	..	..	3,867	4	..	..	..	80	..	..
Madras and Southern Mahratta	154	..	..	592	4,494	82	..	..	..	1,067	(*y*) 14	..
Mysore State	53	..	..	48	1,883	29	..	..	..	369	..	..
Nizam's State	22	..	88	..	504	‡2	..	..	..	42	..	..
Oudh and Tirhut	67	..	..	14	3,239	*27	..	..	13	662	.. (*u*)	.. (*w*)
South Indian	332	..	..	..	17,825	..	..	..	..	..	26	371
Total	1,250	10	98	2,214	54,290	159	3	3	13	2,371	79	371

*Includes 18 Six-wheelers.
†Includes 63 First class and 4,884 Third class seats and 637 first and 82 Third class berths for servants respectively but excludes 36 dining seats.
‡ Six-wheelers.
(*o*) Includes 30 servants.
(*u*) Includes ambulance cars, bogies or four-wheelers.
**Excludes 32 Dining seats.
(*v*) Includes 43 ambulance cars with 809 berths of which 7 represents six-wheeled bogies.
(*w*) Includes 12 seats for servanas. (*x*) Includes 9 Bogies and 1 Four-wheelers.
(*y*) Includes 13 Bogies and 1 Four-wheelers.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1944—contd.

B.—Coaching Stock—*Broad and Metre Gauges*—contd.

• arrived at by reckoning each vehicle or wagons as *one* unit, irrespective of its size and capacity.

Dining cars.		Saloons, Royal and State.				Reserved carriages (for use of the public).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
		Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No. in units).	Seats.	No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
36	37	38	39	40	41	42	43	44	45	46	47
											5′ 6″ Gauge.
2	72	2	6	..	..	3	10	..	..	712	Bengal and Assam.
12	292 (m)	2	7	5	11	6	30	..	..	784	Bengal Nagpur.
9	288	1	6	..	..	13	78	10	90	742	Bombay, Baroda and Central India.
18 (d)	455 (f)	13	35	..	..	(k)15	84	2	4	2,469	East Indian.
15	494 (c)	6	21	..	..	14	(s)166	..	..	1,243	Great Indian Peninsula.
3	90	3	6	..	..	3	21	‡2	12	565	Madras and Southern Mahratta.
..	..	11 (p)	62	(p) 3	6	6	46	..	..	137	Nizam's State.
7	174	22	113	..	..	(i)23	(q)93	..	..	2,341	North Western.
2	64	2	18	..	..	1	8	..	..	317	South Indian.
68	1,929	62	274	8	17	84	536	14	106	9,310	Total.
											3′ 3½″ Gauge.
4	76	3	(t)15	1	5	3	8	..	..	1,371	Bengal and Assam.
..	..	(r)3	14	..	..	1	5	4	13	132	Bikaner State.
3	126 (b)	6	22	1	1	13	79	..	..	1,114	Bombay, Baroda and Central India.
4	64 (m)	..	..	..	..	..	..	..	..	279	Jodhpur.
..	..	1	4	..	..	1	6	1	3	672	Madras and Southern Mahratta.
4	124	6	18	..	..	..	..	2	8	251	Mysore State.
..	..	4	18	(p)‡1	4	1	3	‡1	4	126	Nizam's State.
(u)2	(g)32	2	22	‡1	8	..	..	17	99	1,391	Oudh and Tirhut.
4	84	2	4	..	..	3	38	..	..	1,108	South Indian.
21	506	27	117	4	18	22	139	25	127	6,444	Total,

‡ Six-wheeler.
(b) Includes Dining seats of 6 Bogies 1st, 2nd and Dining Cars included in the number 155 shown under column 12, page 81.
(c) Excludes 117 seats for servants.
(d) Includes 11 six-wheeled bogies.
(f) 350 upper class and 105 third class.
(g) Includes one berth for Manager.
(i) Includes 2 bogie III class tourist cars with 42 seats each.
(k) Includes 6 six-wheeled Bogies.
(m) Chairs.
(p) State stock for private use.
(q) In addition there are 13 berths for clerks and 37 for ser
(r) Includes 2 State saloons 12-wheelers.
(s) 86 First class and 80 third class berths.
(t) Includes 6 berths and 9 seats.
(u) Includes ambulance cars, bogies and four-wheelers.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1944*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in the columns have been

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ Gauge.									
Bengal and Assam	3	..	..	..	49	39	234	142	96
Bengal-Nagpur	..	..	32	..	78	40	240	9	61
Bombay, Baroda and Central India	..	..	..	..	58	25	150	121	25
East Indian	..	..	..	11	208	98	526	(*e*)18	(*d*)85
Great Indian Peninsula	8	..	..	2	50	93	489	22	256
Madras and Southern Mahratta	..	..	..	4	57	26	156	83	1
Nizam's States	..	..	..	1	9	13	78	..	*26
North Western	12	..	..	..	113	127	762	**252	(*a*)270
South Indian	12	..	..	..	32	9	54	55	..
Total	35	..	32	18	654	470	2,689	702	820
3′ 3½″ Gauge.									
Bengal and Assam	14	57	..	1	68	45	180	168	93
Bikaner State	..	..	..	..	4	8	32	1	..
Bombya, Baroda and Central India	..	..	..	..	66	39	156	36	4
Jodhpur	..	..	..	..	(*f*)10	8	32	12	3
Madras and Southern Mahratta	..	..	..	..	27	33	132	33	13
Mysore State	..	..	..	..	10	18	72	23	8
Nizam's State	..	..	..	..	4	12	48	..	†17
Oudh and Tirhut	..	..	1	..	73	42	168	6	(*b*)41
South Indian	12	..	2	..	44	30	72	9	20
Total	26	57	3	1	306	235	892	290	204

* Includes 3 State Vehicles detailed against remark (†).
(*a*) Includes 84 Fruit vans, 23 Insulated vans, 159 Refrigerator vans and 4 vendor cars with ice luggage and brake.
(*b*) Includes 1 six-wheeler and 27 bogies.
(*d*) Includes 3 Bogie Parcel Vans provided with insulation in one comptt. of each and 1 F. W. Refrigerator van.
(*e*) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.
(*f*) Includes 4 combined Motor and Parcel Vans.
† State Stock for private use.
** Includes 7 Bogies.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1944—contd.

B.—Coaching Stock—*Broad and Metre gauges*—concld.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Brake vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.		(Cols. 46, 58 to 60).	No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ Gauge.
..	12	329	1,053	91	122	Bengal and Assam.
..	..	220	1,004	180	(*g*)127	Bengal-Nagpur.
30	1	229	1,002	20	40	Bombay, Baroda and Central India.
..	68	420	2,957	(*n*)609	..	East Indian.
12	12	431	1,698	189	296	Great Indian Peninsula.
..	31	171	767	90	264	Madras and Southern Mahratta.
..	..	49	‡183	12	22	Nizam's State.
..	76	774	3,191	387	433	North Western.
..	..	108	425	(*q*)40	45	South Indian.
42	200	2,731	12,233	1,618	1,349	Total.
						3′ 3¼″ Gauge.
..	32	451	1,354	238	(*p*)446	Bengal and Assam.
..	20	13	165	(*o*)22	16	Bikaner State.
35	3	145	1,297	130	44	Bombay, Baroda and Central India.
4	10	33	326	60	130	Jodhpur.
..	..	106	778	102	129	Madras and Southern Mahratta.
..	6	61	318	14	37	Mysore State.
..	13	33	(*i*)172	(*m*)23	15	Nizam's State.
1	(*j*)162	163	1,717	(*l*)175	231	Oudh and Tirhut.
..	..	117	1,225	69	77	South Indian.
40	246	1,122	7,852	833	1,125	Total.

‡ Includes 17 units of State for Stock private use.
(*g*) Excludes 10 chairs.
(*h*) Excluding those of one Inspection Car and one electric charging van.
(*i*) Includes 8 units of State Stock for private use.
(*j*) Includes 122 six-wheelers.
(*l*) Includes 44 six-wheelers and 5 bogies.
(*m*) Includes 14 workme 's train Carriages, not intended for traffic purposes.
(*n*) Include 1 six-wheeled Reserved and 1 six-wheeled Bogie Reserved.
(*o*) Includes 2 officers' carriages six-wheelers and one bogie.
(*p*) Exclude s those of one electric charging van, 7 stores vans, 15 Relief vans and one inspection car.
(*q*) Includes 5 bogies.

10.—Statement of Rolling Stock in service on Class I Railways

C.—Goods

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these

Railway.	Covered wagons. (In Units).					Open wagons (high-sided). (In units).					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal & Assam	835	6,727	..	2	150,520	..	322	..	2	7,495	201	471
Bengal Nagpur	..	8,082	..	..	175,592	..	12,161	..	..	268,758	..	34
Bombay, Baroda & Central India	300	5,792	..	..	131,774	16	2,076		..	45,944	..	..
East Indian	..	*30,533	6	2	610,532	..	17,276	12	14	364,311	..	382
Great Indian Peninsula.	2,067	8,775	..	1,052	261,344	462	2,526	..	215	69,982	390	185
Madras and Southern Mahratta	276	4,254	..	..	99,029	3	995	..	73	25,662	..	330
Nizam's State	..	961	..	..	20,685	..	1,102	..	..	24,339	..	(*h*)159
North Western	360	22,248	166	130	511,069	1	2,900	49	51	68,206	6	1,524
South Indian	..	1,548	..	..	34,043	..	614	..	..	13,638	..	..
Total	3,840	88,920	172	1,186	1,994,588	482	40,063	61	355	888,435	597	3,685

Railway.	Covered wagons. (In Units).					Open wagons (high-sided). (In units).					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge.												
Bengal & Assam	458	6,232	144	1,406	116,799	2	10	30	11	1,068	129	132
Bikaner State	641	148	75	67	11,398	..	..	..	..	..	70	..
Bombay, Baroda & Central India.	56	5,125	281	95	69,542	176	128	376	14	10,623	..	233
Jodhpur	..	1,512	229	243	22,797	..	..	..	..	..	..	64
Madras & Southern Mahratta.	196	2,380	1,820	40	62,662	..	555	65	43	10,610	4	..
Mysore State	2	582	300	31	13,740	..	172	139	52	6,038	..	9
Nizam's State	..	(*d*) 834	..	..	10,502	..	33	..	..	373	..	‡229
Oudh and Tirhut	4,037	6,087	1,830	..	143,283	..	..	30	..	540	423	650
South Indian	345	756	1,892	45	50,016	40	136	174	350	12,671	..	..
Total	5,735	23,656	6,571	1,930	500,739	218	1,034	814	470	41,923	623	1,317

‡ Includes 11 wagons suitable for conveyance of carriages and motor cars by passenger trains.
(*d*) Includes 16 wagons used as temporary coaching vehicles.
(*h*) Includes 12 wagons suitable for carrying motor cars.
* Includes 3 wagons provided with wooden insulation and ice tanks and 161 wagons supplied overseas (Ceylon).

on the 31st March 1944—Broad and Metre gauges—contd.

Stock.

columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS).							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5' 6" GAUGE.
3	..	(n) 14,245	..	4	74	98	123	103	103	9,001	111	93	29	10	B. & A.
..	..	663	28	10	237	616	77	113	1,190	22,548	445	1,178	79	33	B. N.
36	297	13,717	1,112	12	73	..	34	135	1	9,884	214	467	16	(k)20	B. B. & C. I.
..	..	8,121	100	33	9	506	288	467	521	50,149	948	1,315	129	57	E. I.
..	..	9,787	1,429	32	172	70	212	126	29	17,742	449	540	83	(e)21	G. I. P.
..	..	6,991	3	29	99	9	69	130	7	6,280	145	(l)107	33	14	M. & S. M.
..	..	3,432	..	..	10	..	..	..	..	2,232	35	163	5	15	N. S.
..	142	40,319	2	48	..	379	175	500	†444	29,215	422	404	97	(j)20	N. W.
..	..	..	..	21	101	12	29	6	2	2,333	72	179	7	1	S. I.
39	439	97,275	2,674	189	708	1,690	1,007	1,580	2,297	149,384	2,841	4,433	472	191	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units).	Road Motors. (In unit)	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3' 3¾" GAUGE.
60	107	7,025	..	9	88	306	191	168	172	9,655	81	561	52	1	B. & A.
27	114	3,703	40	1	..	..	..	58	..	1,241	8	61	1	..	Bk. S.
153	..	5,746	892	25	4	161	8	32	24	7,783	157	569	47	(j)7	B. B. & C. I.
2	212	5,491	35	6	..	..	14	25	..	2,345	47	87	2	6	Jodhpur.
100	45	3,228	117	11	98	9	26	62	151	5,722	225	103	30	(m)1	M. & S. M.
1	8	404	42	3	45	31	9	22	..	1,447	47	2	26	(c)3	Mysore State.
..	2	2,781	..	..	10	..	1	9	48	1,166	40	97	6	..	Nizam's State.
28	..	11,857	..	2	285	150	..	36	8	13,566	175	103	69	2	O. & T.
..	4	88	..	16	..	85	20	87	9	3,959	191	1,105	17	1	S. I.
370	492	40,323	1,126	73	530	742	269	499	412	46,884	971	2,088	250	21	Total.

§ Includes one six-wheeler. † Includes 438 sugar cane and fire-wood trucks. (c) Includes motor cars and motor vans.
(e) Includes 17 motor cars and motor vans used for departmental purposes. (k) Includes 12 used for departmental purposes.
(j) Sugar cane trucks. (j) These are all employed for departmental use.
(m) Exclusively used on Departmental service.
(l) Includes 3 internal combustion rail-motor wagons.
(n) The corresponding figure for 1942-43 was 14,341 and not 13,341 as reported last year.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1944—concld.

Coaching Stock—(*Narrow gauge*).

Note.—The term 'in units' occurring in certain columns of this Statement indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	No. (in units).	Seats by Classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	55	72	30	110	1,372	..	55	..	..
Bengal Nagpur	322	28	569	930	9,128	46	368	24	..
Bombay, Baroda and Central	58	(a)	167	(a)	2,354	..	58	..	..
Great Indian Peninsula	44	48	..	..	1,736	2	46	3	..
Mysore State	32	(a)	51	(a)	1,283	..	32	3	..
North Western	280	353	570	856	9,235	60	340	21	..
Total	791	501	1,387	1,896	25,108	108	899	51	..

Goods Stock—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans).		Railway service wagons. (In units).	Remarks.
	Number. (In units)	Total capacity (in tons).		
1	2	3	4	5
2′ 6″ and 2′ 0″ Gauges.				
Bengal and Assam	†27	††139	..	
Bengal Nagpur	*1,928	**30,286	16	
Bombay, Baroda and Central India	‖258	¶3,137	1	
reat Indian Peninsula	‡182	‡‡2,842	30	
Mysore State	138	1,179	10	
North Western	§827	§§10,842	66	
Total	3,360	48,425	123	

* Includes 272 special wagons.
† Includes 5 special wagons.
‡ Includes 3 special wagons.
§ Includes 142 special wagons.
‖ Includes 17 special wagons.
¶ Includes 65 tons carrying capacity of 17 special wagons.
** Includes 2,959 tons carrying capacity of 272 special wagons.
†† Includes 20 tons carrying capacity of 5 special wagons.
‡‡ Includes 18 tons carrying capacity of 3 special wagons.
§§ Includes 1,029 tons carrying capacity of 142 special wagons.
(a) Included in column 4.

11—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR 1943-44.

11.—Statement of net additions to, or reductions in Rolling

Note 1.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at

Note 2.—The term, 'in units' occurring in certain columns of this statement indicates that the figures in these columns have been arrived

Railway.	Locomotives.			Rail Cars (Steam Propelled).		Rail Cars (Internal Combustion Engine Propelled).		Electric Motor Coaches.		Coaching vehi. used exclusively	
	Steam.	Electric.									Pass
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ GAUGE.											
Bengal and Assam	..	..	..	..	..	..	..	..	..	2	..
Bengal Nagpur	..	..	..	..	..	..	..	..	..	—34	15
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	7	..
East Indian	39	..	1,880,381	..	..	..	..	..	..	—5	—30
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	—10	—242
Madras and Southern Mahratta	..	..	..	..	..	..	..	..	..	—6	6
Nizam's State	..	..	..	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..	..	39	—69
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	39	..	1,880,381	..	..	..	..	..	..	—1	—320
3′ 3½″ GAUGE.											
Bengal and Assam	5	..	69,713	..	..	..	..	..	..	—13	—52
Bikaner State	—1	..	—9,543	..	..	—1	—65	..	..	—11	..
Bombay, Baroda and Central India	11	..	148,216	..	..	..	..	..	..	—29	..
Jodhpur	..	..	2,075	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..	..	4	..
Mysore State	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..	..	—2	..
Oudh and Tirhut	7	..	102,845	..	..	..	..	..	..	—11	—12
South Indian	..	..	..	..	..	..	..	..	..	—26	..
Total	22	..	313,306	..	..	—1	—65	..	..	—88	—64
2′ 6″ & 2′ 0″ GAUGES.											
Bengal and Assam	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	578	..	..	..	..	..	..	4	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	—6
Mysore State	..	..	..	..	..	..	..	..	..	..	..
North Western	—1	..	—8,584	..	..	..	..	..	..	—1	..
Total	—1	..	—8,006	..	..	..	..	..	..	3	—6

Stock on Class I Railways during the year 1943-44—(By gauges).

the instance of the railways.

at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages.				Covered wagons.		Open wagons.						
Seats.			Other coaching vehicles including brake vans (in units.)	No. (in units).	Capacity (in tons).	No. in units).	Capacity (in tons).	Special wagons including brake vans (in units).	Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5' 6" GAUGE.
..	..	1,208	..	353	7,942	38	784*	30	..	..	..	Bengal and Assam.
—87	—70	—2,920	2	416	11,516	—388	—8,511	23	4	691	17	Bengal Nagpur.
..	..	952	—1	—10	—970	71	3,095	24	..	..	..	Bombay, Baroda and Central India.
—50	—35	—521	—29	—23	—474	—1	65	201	28	..	12	East Indian.
—91	—98	—574	—1	73	1,467	11	168	16	..	—3	..	Great Indian Peninsula.
—112	96	—638	—2	221	4,862	..	..	..	—2	1	..	Madras and Southern Mahratta.
..	..	..	2	—2	—38	—1	—20	—1	..	..	..	Nizam's State.
39	57	—394	—45	—13	—365	27	597	64	132	..	..	North Western.
..	..	24	—7	48	1,009	..	14	—6	7	2	..	South Indian.
—301	—50	—2,863	—81	1,063	24,949	—243	—3,808	351	169	691	29	Total.
												3' 3¾" GAUGE.
—8	36	—594	..	—3	+15	..	..	..	..	1	—3	Bengal and Assam.
—24	..	—539	—1	61	1,101	—4	—88	..	..	1	..	Bikaner State.
..	—5	—4,154	..	180	2,256	3	90	—6	29	—1	1	Bombay, Baroda and Central India.
..	—29	8	..	2	34	—1	—12	3	..	4	..	Jodhpur.
—36	..	332	..	—3	—34	..	..	—3	1	7	..	Madras and Southern Mahratta.
..	..	..	..	7	—509	13	357	13	..	4	..	Mysore State.
—40	..	—41	14	—1	—12	—1	—12	5	..	..	..	Nizam's State.
—18	—60	—775	18	17	170	..	..	..	..	—4	—1	Oudh and Tirhut.
—67	—30	—2,446	—5	—9	—99	..	..	—9	17	4	..	South Indian.
—193	—88	—8,209	26	251	2,922	10	335	3	47	16	—3	Total.
												2' 6" & 2' 0" GAUGES.
..	..	..	..	..	..	..	..	..	..	..	..	Bengal and Assam.
—18	—36	38	..	—1	1	—2	—18	..	1	—2	..	Bengal Nagpur.
9	..	172	..	—10	62	10	10	—2	..	..	..	Bombay, Baroda and Central India.
..	..	12	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	—165	—1	..	—27	6	21	..	1	—5	..	Mysore State.
..	..	—69	..	—10	—124	..	..	..	10	..	..	North Western.
—9	—36	—12	—1	—21	—88	14	13	—2	12	—7	..	Total.

*Please refer to footnote (*n*) on page 87 of Statt. 10.

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.(a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal and Assam	*1942-43*	*71,4*	*483,8*	*3,221,6*	*35,099,6*	*38,876,4*	*1,407,4*	*88,6*	*522,5*
	1943-44	79,1	623,3	3,996,9	39,137,7	43,837,0	1,833,7	119,1	724,3
Bengal Nagpur	*1942-43*	*36,8*	*167,1*	*972,8*	*18,296,3*	*19,473,0*	*792,5*	*51,1*	*205,8*
	1943-44	50,9	266,2	1,474,4	21,297,6	23,089,1	1,022,0	76,7	341,4
Bombay, Baroda & Central India.	*1942-43*	*163,8*	*2,646,8*	*107,5*	*74,971,9*	*77,890,0*	*3,417,0*	*180,8*	*2,756,6*
	1943-44	316,5	4,401,6	138,7	95,689,0	100,545,8	4,280,8	340,9	4,572,2
East Indian	*1942-43*	*142,3*	*674,4*	*3,610,1*	*58,791,5*	*63,218,3*	*2,971,2*	*176,9*	*759,0*
	1943-44	179,9	1,083,3	5,225,4	70,282,5	76,771,1	3,576,3	232,1	1,222,7
Great Indian Peninsula	*1942-43*	*180,1*	*1,561,3*	*294,5*	*72,045,1*	*74,081,0*	*3,777,3*	*228,3*	*1,700,3*
	1943-44	295,9	2,925,6	394,4	92,432,5	96,048,4	4,983,0	380,2	3,168,1
Madras & Southern Mahratta	*1942-43*	*31,6*	*213,9*	*788,5*	*18,154,0*	*19,188,0*	*1,390,7*	*64,9*	*297,7*
	1943-44	48,3	399,3	1,607,1	27,281,3	29,336,0	1,918,9	101,6	539,7
Nizam's State	*1942-43*	*8,1*	*36,7*	*4,0*	*3,645,4*	*3,694,2*	*529,8*	*23,0*	*76,1*
	1943-44	10,8	54,6	2,8	5,432,0	5,500,2	722,2	29,5	113,7
North Western	*1942-43*	*165,9*	*628,8*	*4,411,5*	*97,444,7*	*102,650,9*	*1,463,2*	*202,1*	*702,7*
	1943-44	209,3	1,030,6	6,328,0	121,835,8	129,403,7	1,916,2	253,3	1,123,3
South Indian	*1942-43*	*16,8*	*228,6*	*Nil*	*10,921,5*	*11,166,9*	*980,2*	*28,1*	*273,8*
	1943-44	33,4	405,6	Nil	14,335,0	14,774,0	1,290,0	56,5	458,7
Total 5′ 6″ Gauge	*1942-43*	*816,8*	*6,641,4*	*13,410,5*	*389,370,0*	*410,238,7*	*16,734,3*	*1,043,8*	*7,294,5*
	1943-44	1,224,1	11,190,1	19,167,7	487,723,4	519,305,3	21,543,1	1,589,9	12,264,1
3′ 3⅜″ Gauge.									
Bengal and Assam	*1942-43*	*74,9*	*46,8*	*959,6*	*24,876,1*	*25,957,4*	*1,420,9*	*88,8*	*75,4*
	1943-44	110,8	116,9	1,043,4	29,705,3	30,976,4	2,161,0	141,1	190,6
Bikaner State	*1942-43*	*1,6*	*13,2*	*26,5*	*2,752,8*	*2,794,1*	*309,1*	*2,4*	*19,4*
	1943-44	3,2	19,8	54,2	3,523,0	3,600,2	395,5	4,3	27,0
Bombay, Baroda & Central India.	*1942-43*	*20,5*	*166,6*	*72,2*	*21,266,6*	*21,525,9*	*2,838,2*	*42,1*	*268,8*
	1943-44	32,8	296,6	130,2	25,713,0	26,172,6	3,352,6	53,9	422,7

Class I Railways for the years 1942-43 and 1943-44.

of Electric Multiple Unit suburban trains.)

(in hundreds).(a)				Passenger miles (in thousands).					Railway.
Inter.	3rd.	Total.	On the system.	1st.	2nd.	Inter.	3rd.	Total.	
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
3,288,0	*36,384,7*	*40,283,8*	*66,854,7*	*8,253*	*22,477*	*71,298*	*858,850*	*960,878*	Bengal and Assam.
4,095,9	40,731,4	45,670,7	77,708,2	14,718	42,273	99,477	1,047,998	1,204,466	
1,001,9	*19,006,7*	*20,265,5*	*25,044,0*	*16,569*	*41,507*	*51,899*	*1,028,085*	*1,138,060*	Bengal-Nagpur.
1,523,4	22,169,6	24,111,1	29,258,8	27,889	73,848	85,159	1,217,227	1,404,123	
129,2	*78,240,4*	*81,307,0*	*105,592,1*	*23,801*	*78,611*	*34,008*	*1,353,188*	*1,489,608*	Bombay, Baroda and Central India.
156,6	99,756,9	104,826,6	134,704,3	30,921	122,172	47,126	1,780,812	1,981,031	
3,723,6	*61,530,0*	*66,189,5*	*66,189,5*	*48,933*	*135,862*	*267,002*	*3,814,965*	*4,266,762*	East Indian.
5,401,7	73,490,9	80,347,4	80,347,4	65,787	193,993	362,777	4,473,977	5,096,534	
378,3	*77,551,4*	*77,858,3*	*78,956,9*	*56,353*	*141,464*	*83,529*	*2,802,716*	*3,084,062*	Great Indian Peninsula.
510,1	96,973,0	101,031,4	102,430,1	88,070	236,921	124,808	4,623,315	5,073,114	
832,3	*19,383,8*	*20,578,7*	*35,673,2*	*15,173*	*46,462*	†*40,055*	†*797,298*	†*898,988*	Madras and Southern Mahratta.
1,682,6	28,931,0	31,254,9	51,964,6	28,071	88,608	75,466	1,120,538	1,312,683	
16,7	*4,108,2*	*4,224,0*	*10,935,4*	*4,858*	*14,170*	*3,882*	*255,404*	*278,314*	Nizam's State.
20,0	6,059,2	6,222,4	15,706,8	6,083	21,301	5,229	375,636	408,249	
4,488,4	*98,725,9*	*104,119,1*	*104,986,6*	*49,588*	*115,625*	*261,422*	*4,020,823*	*4,447,458*	North Western.
6,438,4	123,504,9	131,319,9	132,493,3	61,011	155,993	416,784	4,984,305	5,618,093	
Nil	*11,845,2*	*12,147,1*	*53,324,4*	*4,653*	*19,766*	*Nil*	*374,530*	*398,949*	South Indian.
Nil	15,548,8	16,064,0	67,247,0	7,771	32,830	Nil	519,993	560,594	
13,358,4	*404,776,3*	*426,973,0*		*228,181*	*615,944*	†*813,095*	†*15,305,859*	†*16,963,079*	TOTAL 5′ 6″ GAUGE
19,828,7	507,165,7	540,848,4		330,321	967,939	1,216,823	20,143,801	22,658,887	
									3′ 3¼″ GAUGE.
1,022,5	*26,191,6*	*27,378,3*	*	*9,239*	*10,441*	*42,207*	*947,723*	*1,009,610*	Bengal and Assam.
1,139,1	31,666,6	33,137,4	*	17,258	30,879	53,367	1,325,769	1,427,273	
32,5	*3,048,9*	*3,103,2*	*3,103,2*	*177*	*1,379*	*2,172*	*136,486*	*140,214*	Bikaner State.
61,6	3,902,8	3,995,7	3,995,7	307	1,840	3,647	181,334	187,128	
91,0	*23,962,2*	*24,364,1*	*	*4,832*	*24,868*	*4,754*	*1,071,157*	*1,105,611*	Bombay, Baroda and Central India.
155,4	28,893,2	29,525,2	*	6,456	38,582	7,840	1,330,366	1,383,244	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

† Revised figure.

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.(a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
Jodhpur	*1942-43*	*3,8*	*38,6*	*314,5*	*4,791,9*	*5,148,8*	*536,7*	*10,6*	*63,6*
	1943-44	7,0	74,5	457,1	5,953,1	6,491,7	630,1	14,7	112,1
Madras and Southern Mahratta.	*1942-43*	*8,8*	*61,5*	*495,8*	*14,070,3*	*14,636,4*	*1,418,0*	*23,8*	*101,8*
	1943-44	11,2	107,8	933,4	19,192,3	20,244,7	1,812,6	30,1	171,6
Mysore State	*1942-43*	*10,8*	*75,1*	*27,6*	*9,189,7*	*9,303,2*	*252,6*	*16,9*	*90,8*
	1943-44	12,8	86,4	71,4	11,190,7	11,361,3	341,6	20,8	112,4
Nizam's State	*1942-43*	*5,2*	*58,0*	*Nil*	*6,562,6*	*6,625,8*	*219,5*	*7,5*	*67,5*
	1943-44	8,6	85,8	Nil	9,193,4	9,287,8	273,5	11,6	99,3
Oudh and Tirhut	*1942-43*	*25,4*	*1,39,1*	*757,1*	*35,814,1*	*36735,7*	*1,189,1*	*30,3*	*155,3*
	1943-44	36,4	2,30,0	1,413,3	47,818,1	49,497,8	1,473,6	42,9	260,4
South Indian	*1942-43*	*28,3*	*518,4*	*15,8*	*40,978,8*	*41,541,3*	*1,281,7*	*38,3*	*558,9*
	1943-44	49,7	1,270,1	33,7	52,722,6	54,076,1	850,2	74,5	1,346,2
TOTAL 3′ 3⅜″ GAUGE	*1942-43*	*179,3*	*1,117,3*	*2,669,1*	*160,302,9*	*164,268,6*	*9,465,8*	*260,7*	*1,401,5*
	1943-44	272,5	2,287,9	4,136,7	205,011,5	211,708,6	11,290,7	393,9	2,742,3
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal and Assam	*1942-43*	*1*	*6,1*	*8,8*	*959,6*	*974,6*	*91,1*	*2*	*6,6*
	1943-44	3	10,8	13,7	1,217,6	1,242,4	117,8	5	11,5
Bengal-Nagpur	*1942-43*	*3,7*	*16,2*	*48,2*	*4,893,1*	*4,961,2*	*210,1*	*8,4*	*31,4*
	1943-44	6,6	33,1	113,4	5,236,6	5,389,7	279,0	13,8	56,5
Bombay, Baroda & Central India.	*1942-43*	*Nil*	*5,3*	*Nil*	*1,785,8*	*1,791,1*	*98,8*	*Nil*	*6,5*
	1943-44	Nil	8,4	Nil	1,774,0	1,782,4	134,2	Nil	10,0
Great Indian Peninsula	*1942-43*	*	*1,2*	*	*1,136,3*	*1,137,5*	*29,8*	*	*1,5*
	1943-44	*	1,9	*	1,470,3	1,472,2	49,8	*	2,2
Mysore State	*1942-43*	*Nil*	*6,2*	*Nil*	*1,301,4*	*1,307,6*	*24,1*	*Nil*	*6,3*
	1943-44	Nil	15,6	Nil	1,533,7	1,549,3	23,6	Nil	15,9
North-Western	*1942-43*	*9,9*	*17,8*	*36,8*	*1,017,2*	*1,081,7*	*209,6*	*19,1*	*29,9*
	1943-44	11,5	19,2	75,2	1,346,2	1,452,1	249,0	22,3	33,3
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1942-43*	*13,7*	*52,8*	*93,8*	*11,093,4*	*11,253,7*	*663,5*	*27,7*	*82,2*
	1943-44	18,4	89,0	202,3	12,578,4	12,888,1	853,4	36,6	129,4
TOTAL CLASS I RAILWAYS	*1942-43*	*1,009,8*	*7,811,5*	*16,173,4*	*560,766,3*	*585,761,0*	*26,863,6*	*1,332,2*	*8,778,2*
	1943-44	1,515,0	13,567,0	23,506,7	705,313,3	743,902,0	33,687,2	2,020,4	15,135,9

* Included in next column.

Class I Railways for the years 1942-43 and 1943-44—contd.

of Electric Multiple Unit suburban trains.)

(in hundreds) (a).				Passenger miles (in thousands).					Railway.
Inter.	3rd.	Total.	On the system.	1st.	2nd.	Inter.	3rd.	Total.	
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ Gauge—*contd.*
327,6	*5,283,7*	*5,685,5*	*5,685,5*	*2,139*	*8,497*	*13,317*	*256,901*	*280,854*	Jodhpur.
475,9	6,519,1	7,121,8	7,121,8	2,379	12,503	19,104	312,760	346,746	
556,4	*15,372,4*	*16,054,4*	†	*4,027*	*16,967*	§*25,078*	§*684,351*	§*730,423*	Madras and Southern Mahratta.
1,041,0	20,814,6	22,057,3	†	6,098	23,735	43,724	881,840	955,397	
36,3	*9,411,8*	*9,555,8*	*10,857,6*	*1,661*	*6,370*	*3,206*	*264,194*	*275,431*	Mysore State.
87,0	11,482,7	11,702,9	13,275,8	1,867	7,784	6,058	403,663	419,372	
Nil	*6,776,3*	*6,845,3*	†	*1,108*	*5,792*	*Nil*	*243,226*	*255,126*	Nizam's State.
Nil	9,450,4	9,561,3	†	1,695	8,573	Nil	333,994	344,262	
839,0	*36,900,2*	*37,924,8*	*37,924,8*	*3,464*	*15,295*	*42,884*	*1,506,138*	*1,567,781*	Oudh and Tirhut.
1,445,8	49,222,3	50,971,4	50,971,4	6,123	29,583	76,087	2,011,485	2,123,278	
15,8	*42,210,0*	*42,823,0*	†	*5,150*	*24,405*	*2,486*	*874,012*	*906,053*	South Indian.
33,7	53,471,9	54,926,3	†	8,291	42,714	4,453	1,205,421	1,260,879	
2,921,1	*169,151,1*	*173,734,4*		*31,797*	*114,014*	§*136,104*	§*5,989,188*	§*6,271,103*	Total 3′ 3⅜″ Gauge.
4,439,5	215,423,6	222,999,3		50,474	196,193	214,280	7,986,632	8,447,579	
									2′ 6″ and 2′ 0″ Gauges.
10,7	*1,048,2*	*1,065,7*	†	*1*	*84*	*90*	*9,571*	*9,746*	Bengal and Assam.
17,7	1,330,5	1,360,2	†	3	147	146	12,236	12,532	
59,2	*5,072,3*	*5,171,3*	†	*466*	*1,938*	*2,820*	*142,288*	*147,512*	Bengal-Nagpur.
130,5	5,467,9	5,668,7	†	835	3,281	5,522	158,272	167,910	
Nil	*1,883,4*	*1,889,9*	†	*Nil*	*151*	*Nil*	*26,306*	*26,457*	Bombay, Baroda and Central India.
Nil	1,906,6	1,916,6	†	Nil	232	Nil	2,8348	28,580	
*	*1,165,8*	*1,167,3*	†	*	*46*	*	*19,428*	*19,474*	Great Indian Peninsula.
*	1,519,8	1,522,0	†	*	68	*	27,205	27,273	
Nil	*1,325,4*	*1,331,7*	‡	*Nil*	*177*	*Nil*	*23,552*	*23,729*	Mysore State.
Nil	1,557,0	1,572,9	‡	Nil	477	Nil	30,075	30,552	
51,3	*1,191,0*	*1,291,3*	†	*1,292*	*1,799*	*2,457*	*43,124*	*48,672*	North-Western.
96,0	1,549,5	1,701,1	†	1,425	1,938	3,900	53,892	61,145	
121,2	*11,686,1*	*11,917,2*		*1,759*	*4,195*	*5,367*	*264,269*	*275,590*	Total 2′ 6″ and 2′ 0″ Gauges.
244,2	13,331,3	13,741,5		2,263	6,143	9,568	310,018	327,992	
16,900,7	*585,613,5*	*612,624,6*	*605,207,9*	*261,737*	*734,15 3*	§*954,566*	§*21,559,316*	§*23,509,772*	Total Class I Railways.
24,512,4	735,920,6	777,589,2	767,225,2	383,058	1,170,275	1,440,674	28,440,451	31,434,458	

(a) *See* note (*a*) on page 93. † Included under 5′ 6″ Gauge. ‡ Included under 3′ 3⅜″ Gauge.
§ Revised figures.

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistics

Railway.	Year.	Average number of miles *a passenger was carried.				
		1st.	2nd.	Inter.	3rd.	Total.
21	22	23	24	25	26	27
5′ 6″ Gauge.						
Bengal and Assam	*1942-43*	*93·2*	*43·0*	*21·7*	*23·6*	*23·9*
	1943-44	123·6	58·4	24·3	25·7	26·4
Bengal-Nagpur	*1942-43*	*324·3*	*201·2*	*51·8*	*54·1*	*56·2*
	1943-44	363·6	216·2	55·9	54·9	58·2
Bombay, Baroda and Central India	*1942-43*	*131·6*	*28·5*	*263·1*	*17·3*	*18·3*
	1943-44	90·7	26·7	300·9	17·9	18·9
East Indian	*1942-43*	*277·0*	*179·0*	*72·0*	*62·0*	*64·0*
	1943-44	283·0	159·0	67·0	61·0	60·0
Great Indian Peninsula	*1942-43*	*246·9*	*83·2*	*220·8*	*37·1*	*39·6*
	1943-44	231·7	74·8	244·7	47·7	50·2
Madras and Southern Mahratta	*1942-43*	*233·8*	*156·1*	*†48·1*	*†41·1*	*†43·7*
	1943-44	276·3	164·2	44·9	38·7	42·0
Nizam's State	*1942-43*	*211·4*	*186·1*	*232·2*	*62·2*	*65·9*
	1943-44	206·1	187·5	261·9	62·0	65·6
North Western	*1942-43*	*245·4*	*164·5*	*58·2*	*40·7*	*42·7*
	1943-44	240·9	138·9	64·7	40·4	42·8
South Indian	*1942-43*	*165·9*	*72·2*	*Nil*	*31·6*	*32·8*
	1943-44	137·6	71·6	Nil	33·4	34·9
Total 5′ 6″ Gauge	*1942-43*	*218·6*	*84·4*	*†53·7*	*†37·8*	*†39·7*
	1943-44	207·8	78·9	61·4	39·7	41·9
3′ 3½″ Gauge.						
Bengal and Assam	*1942-43*	*104·1*	*138·6*	*41·3*	*36·2*	*36·9*
	1943-44	122·4	162·0	46·8	41·9	43·1
Bikaner State	*1942-43*	*74·3*	*71·2*	*66·8*	*44·7*	*45·2*
	1943-44	71·1	68·3	59·2	43·9	45·1
Bombay, Baroda and Central India	*1942-43*	*114·6*	*92·5*	*52·2*	*44·7*	*45·4*
	1943-44	119·8	91·3	50·5	46·0	46·8

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the

†Revised figure.

Class I Railways for the years 1942-43 and 1943-44—contd.

of Electric Multiple Unit suburban transit).

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
28	29	30	31	32	33	34	35	36	37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ Gauge.
7,49	*12,97*	*16,22*	*1,91,87*	*2,28,46*	*17·2*	*11·1*	*4·37*	*3·50*	*3·86*	Bengal and Assam.
11,95	23,86	22,90	2,77,99	3,36,70	15·6	10·8	4·42	3·66	4·12	
12,71	*18,94*	*13,81*	*1,88,30*	*2,33,76*	*14·7*	*8·76*	*5·11*	*3·52*	*3·94*	Bengal-Nagpur.
19,67	31,69	23,29	2,21,41	2,96,06	13·5	8·35	5·25	3·49	4·05	
19,18	*39,27*	*9,72*	*2,25,99*	*2,94,16*	*15·5*	*9·59*	*5·49*	*3·21*	*3·79*	Bombay, Baroda and Central India.
25,91	62,70	13,63	2,96,89	3,99,13	16·7	9·85	5·55	3·20	3·87	
40,65	*65,12*	*67,65*	*6,39,60*	*8,13,02*	*15·9*	*9·20*	*4·86*	*3·21*	*3·65*	East Indian.
53,79	93,54	92,56	7,49,36	9,89,25	15·7	9·26	4·90	3·21	3·72	
44,09	*62,40*	*28,62*	*4,44,94*	*5,80,05*	*15·0*	*8·47*	*6·58*	*3·05*	*3·61*	Great Indian Peninsula.
64,13	1,01,97	42,84	7,57,28	9,66,22	14·0	8·26	6·59	3·14	3·66	
12,43	*19,14*	*13,16*	*1,70,83*	*2,15,56*	*15·7*	*7·91*	*†6·31*	*†4·11*	*4·60*	Madras and Southern Mahratta.
21,37	36,81	24,74	2,40,07	3,22,99	14·6	7·98	6·29	4·11	4·72	
3,34	*6,20*	*1,24*	*47,31*	*58,12*	*13·2*	*8·40*	*6·14*	*3·56*	*4·01*	Nizam's State.
4,60	9,38	1,65	68,49	84,12	14·5	8·45	6·07	3·50	3·96	
39,03	*63,45*	*77,41*	*7,62,18*	*9,42,07*	*15·1*	*10·5*	*5·69*	*3·64*	*4·07*	North Western.
51,28	93,71	1,19,31	9,28,57	11,92,87	16·1	11·5	5·50	3·58	4·08	
4,47	*10,93*	*Nil*	*78,87*	*94,27*	*16·4*	*9·71*	*Nil*	*3·85*	*4·29*	South Indian.
7,54	17,62	Nil	1,13,65	1,38,81	16·9	9·57	Nil	4·03	4·53	
1,83,30	*2,98,42*	*2,27,83*	*27,49,92*	*34,59,47*	*15·4*	*9·30*	*†5·38*	*†3·45*	*†3·92*	Total 5′ 6″ Gauge.
2,60,24	4,71,28	3,40,92	36,53,71	47,26,15	15·1	9·35	5·38	3·48	4·00	
										3′ 3¾″ Gauge.
3,21	*5,99*	*9,61*	*2,10,40*	*2,34,21*	*17·0*	*10·9*	*4·35*	*3·45*	*3·69*	Bengal and Assam.
14,00	17,46	12,33	3,46,78	3,90,57	15·5	10·8	4·41	3·56	3·89	
28	*1,08*	*68*	*28,43*	*30,47*	*30·0*	*15·0*	*6·00*	*4·00*	*4·18*	Bikaner State.
48	1,43	1,14	37,78	40,83	30·0	15·0	6·00	4·00	4·30	
4,34	*14,02*	*1,22*	*2,02,67*	*2,22,25*	*17·2*	*10·8*	*4·92*	*3·63*	*3·86*	Bombay, Baroda and Central India.
6,39	22,97	2,04	2,53,03	2,84,43	19·0	11·4	4·99	3·65	3·95	

same railway are considered as having made two or more separate journeys.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Average number of miles *a passenger was carried.				
		1st.	2nd.	Inter.	3rd.	Total.
21	22	23	24	25	26	27
3′ 3⅜″ Gauge—*concld.*						
Jodhpur	*1942-43*	*200·9*	*133·6*	*40·6*	*48·6*	*49·4*
	1943-44	161·5	111·5	40·1	48·0	48·7
Madras and Southern Mahratta	*1942-43*	*169·2*	*166·7*	*‡45·1*	*‡44·5*	*‡45·5*
	1943-44	202·6	138·3	42·0	42·4	43·3
Mysore State	*1942-43*	*98·3*	*70·2*	*88·3*	*28·1*	*28·8*
	1943-44	89·8	69·3	69·6	35·2	35·8
Nizam's State	*1942-43*	*147·7*	*85·8*	*Nil*	*36·7*	*37·3*
	1943-44	145·8	86·4	Nil	35·3	36·0
Oudh and Tirhut	*1942-43*	*114·3*	*98·5*	*51·1*	*40·8*	*41·3*
	1943-44	142·6	113·6	52·6	40·9	41·7
South Indian	*1942-43*	*134·4*	*43·7*	*157·2*	*20·7*	*21·2*
	1943-44	111·3	31·7	132·1	22·5	23·0
Total 3′ 3⅜″ Gauge	*1942-43*	*122·0*	*‡81·3*	*‡46·6*	*‡35·4*	*‡36·6*
	1943-44	128·1	71·5	48·3	37·1	37·9
2′ 6″ and 2′ 0″ Gauges.						
Bengal and Assam	*1942-43*	*7·28*	*12·7*	*8·37*	*9·13*	*9·14*
	1943-44	6·92	12·8	8·26	9·20	9·21
Bengal-Nagpur	*1942-43*	*55·2*	*61·8*	*47·7*	*28·1*	*28·5*
	1943-44	60·5	58·1	42·3	28·9	29·6
Bombay, Baroda and Central India	*1942-43*	*Nil*	*23·5*	*Nil*	*14·0*	*14·0*
	1943-44	Nil	23·3	Nil	14·9	14·9
Great Indian Peninsula	*1942-43*	†	*31·5*	†	*16·7*	*16·7*
	1943-44	†	31·0	†	17·9	17·9
Mysore State	*1942-43*	*Nil*	*28·1*	*Nil*	*17·8*	*17·8*
	1943-44	Nil	30·0	Nil	19·3	19·4
North Western	*1942-43*	*67·7*	*60·1*	*47·9*	*36·2*	*37·7*
	1943-44	63·9	58·1	40·6	34·8	35·9
Total 2′ 6″ and 2′ 0″ Gauges	*1942-43*	*63·5*	*51·0*	*44·3*	*22·6*	*23·1*
	1943-44	61·8	47·5	39·2	23·3	23·9
Total Class I Railways	*1942-43*	*196·5*	*83·6*	*‡56·5*	*‡36·8*	*‡38·4*
	1943-44	189·6	77·3	58·8	38·6	40·4

*Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the

† Included in next column.

‡ Revised figure.

Class I Railways for the years 1942-43 and 1943-44—concld.

of Electric Multiple Unit suburban trains).

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
28	29	30	31	32	33	34	35	36	37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3′ 3½″ Gauge—*concld.*
2,04	*5,01*	*3,64*	*51,28*	*61,97*	*18·3*	*11·3*	‡*5·25*	‡*3·83*	‡*4·24*	Jodhpur.
2,34	8,01	5,23	63,45	79,03	18·9	12·3	5·26	3·89	4·38	
3,18	*7,00*	*7,21*	*1,23,98*	*1,41,37*	*15·2*	*7·92*	*5,52*	‡*3,·48*	*3·72*	Madras and Southern Mahratta.
4,36	10,17	12,54	1,60,79	1,87,86	13·73	8·23	6·51	3·50	3·78	
1,11	*2,56*	*92*	*39,80*	*44,39*	*12·8*	*7·70*	*5·50*	*2·90*	*3·10*	Mysore State.
1,66	3,76	1,74	65,65	72,81	17·1	9·3	5·5	3·1	3·3	
76	*2,18*	*Nil*	*39,33*	*42,27*	*13·2*	*7·23*	*Nil*	*3·04*	*3·18*	Nizam's State.
1,14	3,26	Nil	53,39	57,79	12·9	7·31	Nil	3·07	3·22	
2,68	*6,20*	*9,21*	*1,87,90*	*2,05,99*	*14·8*	*7·72*	*4·08*	*2·36*	*2·48*	Oudh and Tirhut.
3,97	10,35	16,33	2,46,95	2,77,60	12·5	6·72	4·12	2·36	2·51	
8,02	*13,86*	*99*	*1,71,34*	*1,94,21*	*22·4*	*10·9*	*7·62*	*3·70*	*4·02*	South Indian.
12,65	24,37	1,74	2,33,13	2,71,89	22·2	11·0	7·52	3·64	4·02	
30,62	*57,90*	*33,48*	*10,55,13*	*11,77,13*	*18·5*	*9·75*	‡*4·72*	‡*3·38*	‡*3·60*	Total 3′ 3½″ Gauge.
46,99	1,01,78	53,09	14,60,95	16,62,81	17·9	9·96	4·76	3·51	3·78	
										2′-6″ and 2′ 0″ Gauges.
..	*6*	*2*	*1,89*	*1,97*	*17·2*	*12·9*	*4·32*	*3·00*	*3·10*	Bengal and Assam.
..	10	4	2,71	2,85	15·6	12·6	4·45	2·82	2·96	
33	*76*	*77*	*20,30*	*22,16*	*13·3*	*7·52*	*5·21*	*2·74*	*2·88*	Benal-Nagpur.
66	1,76	1,53	29,60	33,55	15·3	10·3	5·34	3·59	3·84	
Nil	*12*	*Nil*	*4,45*	*4,57*	*Nil*	*15·2*	*Nil*	*3·25*	*3·31*	Bombay, Baroda and Central India.
Nil	18	Nil	50,2	52,0	Nil	15·0	Nil	3·40	3·50	
†	3	†	*3,30*	*3,33*	†	*13·3*	†	*3·26*	*3·28*	Great Indian Peninsula.
†	4	†	4,49	4,53	†	13·0	†	3·17	3·19	
Nil	*6*	*Nil*	*3,31*	*3,37*	*Nil*	*6·50*	*Nil*	*2·70*	*2·70*	Mysore State.
Nil	15	Nil	4,65	4,80	Nil	6·00	Nil	3·00	3·00	
2,64	*2,04*	*1,48*	*13,36*	*19,52*	*39·2*	*21·8*	*11·5*	*5·95*	*7·70*	North Western.
3,22	2,51	2,55	17,68	25,96	43·4	24·8	12·6	6·30	8·15	
2,97	*3,07*	*2,27*	*46,61*	*54,92*	*32·4*	*14·1*	*8·12*	*3·39*	*3·83*	Total 2′ 6″ and 2′ 0″ Gauges.
3,88	4,74	4,12	64,15	76,89	32·9	14·8	8·27	3·97	4·50	
2,16,89	*3,59,39*	*2,63,58*	*38,51,66*	*46,91,52*	*15·9*	*9·40*	‡*5·30*	‡*3·43*	‡*3·83*	Total Class, I Railways.
3,11,11	5,77,80	3,98,13	51,78,81	64,65,85	15·6	9·48	5·31	3·50	3·95	

same railway are considered as having made two or more separate journeys.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign)					Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal and Assam	*1942-43*	*13*	..	*19*	*253*	*1,359*	*2,144*	*2,872*	*5,016*
	1943-44	21	..	9	244	2,386	2,660	3,088	5,748
Bengal-Nagpur	*1942-43*	*5,572*	*1,366*	*1,235*	*646*	*8,438*	*17,257*	*2,056*	*19,313*
	1943-44	5,382	1,134	1,325	575	7,960	16,376	1,919	18,295
Bombay, Baroda and Central India.	*1942-43*	*17*	..	*7*	*267*	*3,292*	*3,583*	*2,777*	*6,360*
	1943-44	..	..	14	257	3,140	3,411	2,840	6,251
East Indian	*1942-43*	*7,443*	*2,943*	*1,938*	*1,212*	*8,840*	*22,376*	*4,279*	*26,655*
	1943-44	6,890	3,787	2,020	1,256	8,890	22,843	4,829	27,672
Great Indian Peninsula	*1942-43*	*696*	..	*869*	*732*	*6,371*	*8,668*	*6,451*	*15,119*
	1943-44	615	..	900	758	6,261	8,534	5,745	14,279
Madras and Southern Mahratta.	*1942-43*	*23*	..	*16*	*596*	*1,460*	*2,095*	*2,956*	*5,051*
	1943-44	24	14	105	555	1,685	2,383	2,950	5,333
Nizam's State	*1942-43*	*642*	*452*	*240*	*262*	*524*	*2,120*	*116*	*2,236*
	1943-44	383	371	162	297	546	1,759	108	1,867
North Western (Commercial)	*1942-43*	*48*	..	*17*	*2,154*	*8,113*	*10,332*	*5,441*	*15,773*
	1943-44	27	..	20	2,573	7,922	10,542	5,429	15,971
North Western (Military)	*1942-43*	*75*	..	*4*	*235*	*1,444*	*1,758*	*1,245*	*3,003*
	1943-44	78	..	4	247	1,341	1,670	1,277	2,947
North Western (Total)	*1942-43*	*123*	..	*21*	*2,389*	*9,557*	*12,090*	*4,409*	*16,499*
	1943-44	105	..	24	2,820	9,263	12,212	4,206	16,418
South Indian	*1942-43*	..	..	*8*	*189*	*1,691*	*1,888*	*91*	*2,801*
	1943-44	..	..	25	179	1,531	1,735	871	2,606
Total 5′ 6″ Gauge	*1942-43*	*14,529*	*4,761*	*4,353*	*6,546*	*42,032*	*72,221*	*26,829*	*99,050*
	1943-44	13,420	5,306	4,584	6,941	41,662	71,913	26,556	98,469
3′ 3¼″ Gauge.									
Bengal and Assam	*1942-43*	*41*	..	*67*	*377*	*2,382*	*2,867*	*778*	*3,645*
	1943-44	45	1	123	396	3,874	4,439	1,521	5,960
Bikaner State	*1942-43*	*32*	..	*3*	*151*	*169*	*355*	*181*	*536*
	1943-44	43	..	..	194	142	379	130	509
Bombay, Baroda and Central India.	*1942-43*	*5*	..	*7*	*321*	*1,500*	*1,833*	*2,664*	*4,497*
	1943-44	..	..	7	374	1,475	1,856	2,613	4,469

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only, on each railway system.

for the years 1942-43 and 1943-44. (In thousands.)

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railways.
Coal for the public.	Coal for foreign railways and home-line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
1,106	*20*	*325*	*371*	*3,194*	*5,016*	*7,704*	*4,108*	*414*	Bengal and Assam.
880	27	522	394	3,925	5,748	10,185	4,339	697	
6,080	*1,376*	*1,235*	*778*	*9,844*	*19,313*	*19,991*	*12,726*	*724*	Bengal-Nagpur.
5,725	1,167	1,325	789	9,289	18,295	18,931	12,625	648	
890	*18*	*380*	*788*	*4,284*	*6,360*	*9,590*	*4,539*	*445*	Bombay, Baroda and Central India.
1,003	32	487	702	4,027	6,251	9,781	4,801	399	
8,330	*3,073*	*1,938*	*1,303*	*11,511*	*26,655*	*26,655*	*17,449*	*1,133*	East Indian.
7,666	3,866	2,020	2,181	11,939	27,672	27,672	18,882	836	
2,399	*379*	*1,372*	*1,543*	*9,426*	*15,119*	*15,133*	*11,040*	*1,355*	Great Indian Peninsula.
2,254	346	1,462	1,426	8,791	14,279	14,291	10,122	1,445	
450	*299*	*531*	*980*	*2,741*	*5,051*	*7,247*	*2,917*	*971*	Madras and Southern Mahratta.
441	213	608	985	3,086	5,333	7,536	3,509	758	
688	*453*	*240*	*503*	*1,036*	*2,920*	*3,585*	*1,271*	*495*	Nizam's State.
482	369	165	510	1,093	2,619	3,330	1,145	579	
1,427	..	*1,281*	*2,580*	*10,485*	*15,773*	†	*12,648*	†	North Western (Commercial).
1,236	..	1,383	3,035	10,317	15,971	†	12,447	†	
194	..	*166*	*363*	*2,280*	*3,003*	†	*1,749*	†	North Western (Military).
199	..	177	387	2,184	2,947	†	1,530	†	
1,465	..	*1,285*	*2,588*	*11,161*	*16,499*	*16,644*	*14,397*	*122*	North Western (Total).
1,258	..	1,384	3,035	10,741	16,418	16,575	13,977	98	
31	..	*115*	*637*	*2,018*	*2,801*	*5,581*	*2,021*	*78*	South Indian.
32	..	112	583	1,879	2,606	5,592	1,786	99	
21,439	*5,618*	*7,471*	*9,991*	*55,215*	*99,734*		*70,468*	*5,737*	Total 5′ 6″ Gauge.
19,741	6,020	8,085	10,605	54,770	99,221		71,186	5,559	
									3′ 3⅜″ Gauge.
216	..	*199*	*431*	*2,799*	*3,645*	*	*2,826*	*59*	Bengal and Assam.
189	1	462	487	4,821	5,960	*	4,690	178	
33	*1*	*28*	*196*	*278*	*536*	*536*	*430*	*12*	Bikaner State.
44	..	23	222	220	509	509	362	9	
411	*114*	*210*	*848*	*2,914*	*4,497*	*	*2,272*	*1,219*	Bombay, Baroda and Central India.
500	144	274	853	2,698	4,469	*	2,420	1,126	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

*Shown under 5′ 6″ gauge. †Not furnished.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Tons originating on home line (whether local or foreign)							
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
Jodhpur	*1942-43*	..	..	*7*	*270*	*775*	*1,052*	*438*	*1,490*
	1943-44	..	..	5	259	700	964	370	1,334
Madras and Southern Mahratta.	*1942-43*	*7*	..	*208*	*464*	*1,107*	*1,786*	*933*	*2,719*
	1943-44	1	..	216	446	1,185	1,848	996	2,844
Mysore State	*1942-43*	*1*	..	*2*	*168*	*493*	*664*	*411*	*1,075*
	1943-44	..	..	1	141	448	590	350	940
Nizam's State	*1942-43*	..	..	*31*	*260*	*387*	*678*	*300*	*978*
	1943-44	..	..	34	260	429	723	229	952
Oudh and Tirhut	*1942-43*	*12*	..	*93*	*863*	*4,257*	*5,225*	*1,100*	*6,325*
	1943-44	4	..	86	702	3,615	4,407	1,043	5,450
South Indian	*1942-43*	*14*	..	*83*	*687*	*1,921*	*2,705*	*632*	*3,337*
	1943-44	1	..	117	753	2,113	2,984	526	3,510
TOTAL 3′ 3⅜″ GAUGE	*1942-43*	*112*	..	*501*	*3,561*	*12,991*	*17,165*	*7,437*	*24,602*
	1943-44	94	1	589	3,525	13,981	18,190	7,778	25,968
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal and Assam	*1942-43*	..	..	..	..	*3*	*3*	*2*	*5*
	1943-44	..	..	..	..	2	2	2	4
Bengal-Nagpur	*1942-43*	*84*	..	*84*	*84*	*597*	*849*	*172*	*1,021*
	1943-44	50	3	88	101	585	827	146	973
Bombay, Baroda and Central India.	*1942-43*	..	..	..	*22*	*192*	*214*	*42*	*256*
	1943-44	..	..	..	36	175	211	28	239
Great Indian Peninsula	*1942-43*	..	..	..	*39*	*61*	*100*	*44*	*144*
	1943-44	..	..	..	31	63	94	45	139
Mysore State	*1942-43*	..	..	..	*16*	*55*	*71*	*8*	*79*
	1943-44	..	..	..	14	46	60	5	65
North Western (Commercial)	*1942-43*	*55*	..	*12*	*28*	*129*	*224*	*162*	*386*
	1943-44	64	..	10	54	173	301	144	445
North Western (Military)	*1942-43*	..	..	*4*	*4*	*94*	*102*	*37*	*139*
	1943-44	..	..	1	4	83	88	34	122
North Western (Total)	*1942-43*	*55*	..	*16*	*32*	*223*	*326*	*154*	*480*
	1943-44	64	..	11	58	256	389	152	541
TOTAL 2′6″ & 2′ 0″ GAUGES	*1942-43*	*139*	..	*100*	*193*	*1,131*	*1,563*	*422*	*1,985*
	1943-44	114	3	99	240	1,127	1,583	378	1,961
TOTAL CLASS I RAILWAYS	*1942-43*	*14,780*	*4,761*	*4,954*	*10,300*	*56,154*	*90,949*	*34,688*	*125,637*
	1943-44	13,628	5,310	5,272	10,706	56,770	91,686	34,712	126,398

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1942-43 and 1943-44. (In thousands)—contd.

Tons carried (*a*).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)	Total. (Columns 11+12+13+14+15.)	(*a*) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3½″ Gauge—*concld.*
16	*1*	*70*	*349*	*1,054*	*1,490*	*1,490*	*860*	*229*	Jodhpur.
12	4	74	321	923	1,334	1,334	759	149	
59	*167*	*208*	*682*	*1,603*	*2,719*	*	*1,760*	*415*	Madras and Southern Mahratta.
53	138	208	766	1,679	2,844	*	1,900	361	
57	..	*79*	*229*	*710*	*1,075*	*1,136*	*624*	*45*	Mysore State.
40	..	63	185	652	940	986	493	51	
71	*84*	*47*	*319*	*528*	*1,049*	*	*621*	*151*	Nizam's State.
53	63	34	222	587	959	*	747	151	
141	..	*298*	*976*	*4,910*	*6,325*	*6,325*	*5,021*	*81*	Oudh and Tirhut.
107	..	300	761	4,282	5,450	5,450	4,259	116	
55	..	*185*	*823*	*2,274*	*3,337*	*	*2,893*	*17*	South Indian.
46	..	183	863	2,418	3,510	*	3,096	19	
1,059	*367*	*1,324*	*4,853*	*17,070*	*24,673*		*17,308*	*2,228*	Total 3′ 3½″ Gauge.
1,044	350	1,621	4,680	18,280	25,975		18,726	2,160	
									2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	*5*	*5*	*	*2*	..	Bengal and Assam.
..	..	..	1	3	4	*	2	..	
96	..	*85*	*109*	*731*	*1,021*	*	*797*	*9*	Bengal Nagpur.
56	3	89	124	701	973	*	674	9	
1	..	*1*	*35*	*219*	*256*	*	*65*	*1*	Bombay, Baroda and Central India.
2	..	..	42	195	239	*	63	..	
10	..	..	*46*	*88*	*144*	*	*58*	..	Great Indian Peninsula.
6	..	..	41	92	139	*	57	..	
..	..	*1*	*16*	*62*	*79*	††	*24*	..	Mysore State.
..	..	1	14	50	65	††	14	..	
69	..	*12*	*51*	*254*	*386*	*	*240*	†	North Western (Commercial).
83	..	10	80	272	445	*	241	†	
2	..	*7*	*7*	*123*	*139*	*	*59*	†	North Western (Military).
1	..	4	7	110	122	*	69	†	
70	..	*16*	*57*	*337*	*480*	*	*299*	†	North Western (Total).
83	..	12	84	362	541	*	310	†	
177	..	*103*	*263*	*1,442*	*1,985*		*1,245*	*10*	Total 2′ 6″ and 2′ 0″ Gauges.
147	3	102	306	1,403	1,961		1,120	9	
22,675	*5,985*	*8,898*	*15,107*	*73,727*	*126,392*	*121,617*	*89,021*	*7,975*	Total Class I Railways.
20,932	6,373	9,808	15,591	74,453	127,157	122,172	91,032	7,728	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not furnished. †† Shown under 3′ 3½″ gauge.

13.—*Statement of Goods Revenue Statistics of Class I Railways.*

Railway.	Year.	†Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ Gauge.							
Bengal and Assam	*1942-43* ..	*58,747*	*4,307*	*40,966*	*34,899*	*314,392*	*453,311*
	1943-44 ..	49,249	5,721	71,938	46,553	412,619	586,080
Bengal-Nagpur	*1942-43* ..	*1,210,932*	*360,436*	*219,400*	*154,656*	*2,004,327*	*3,949,751*
	1943-44 ..	1,216,668	397,970	261,493	171,069	1,732,394	3,779,594
Bombay, Baroda and Central India.	*1942-43* ..	*266,458*	*5,901*	*129,180*	*213,076*	*857,579*	*1,472,194*
	1943-44 ..	327,975	7,994	123,199	202,079	834,747	1,495,994
East Indian	*1942-43* ..	*2,365,772*	*1,700,378*	*436,892*	*542,430*	*2,185,512*	*7,280,984*
	1943-44 ..	2,307,130	1,974,279	505,179	845,402	2,123,918	7,755,908
Great Indian Peninsula	*1942-43* ..	*867,259*	*152,365*	*405,539*	*570,713*	*2,764,126*	*4,760,002*
	1943-44 ..	828,943	147,713	428,711	442,835	2,523,249	4,371,451
Madras and Southern Mahratta	*1942-43* ..	*164,971*	*149,249*	*158,103*	*309,547*	*571,997*	*1,353,867*
	1943-44 ..	169,920	100,069	144,588	250,464	605,417	1,270,458
Nizam's State	*1942-43* ..	*118,458*	*63,883*	*25,853*	*96,246*	*165,393*	*469,833*
	1943-44 ..	93,349	51,591	20,365	89,562	185,809	440,676
North Western (Commercial)	*1942-43* ..	*517,139*	*5*	*476,317*	*514,098*	*2,135,279*	*3,642,888*
	1943-44 ..	348,753	6	512,272	691,011	2,084,284	3,636,326
North Western (Military)	*1942-43* ..	*18,958*	*1*	*27,660*	*29,451*	*225,468*	*301,538*
	1943-44 ..	22,842	7	29,423	23,842	255,642	331,756
North Western (Total)	*1942-43* ..	*536,147*	*6*	*503,977*	*543,549*	*2,360,747*	*3,944,426*
	1943-44 ..	371,595	13	541,695	714,853	2,339,926	3,968,082
South Indian	*1942-43* ..	*6,569*	..	*18,528*	*118,067*	*257,214*	*400,378*
	1943-44 ..	5,453	..	18,277	105,740	266,234	395,704
Total 5′ 6″ Gauge	*1942-43* ..	*5,595,313*	*2,436,525*	*1,988,438*	*2,583,183*	*11,481,287*	*24,084,746*
	1943-44 ..	5,370,282	2,685,350	2,115,445	2,868,557	11,024,313	24,063,947
3′ 3¾″ Gauge.							
Bengal and Assam	*1942-43* ..	*33,928*	*10*	*26,262*	*44,150*	*334,006*	*438,356*
	1943-44 ..	29,183	260	86,349	58,472	634,802	809,066
Bikaner State	*1942-43* ..	*1,116*	*2*	*5,325*	*26,176*	*25,331*	*57,950*
	1943-44 ..	1,842	..	4,408	26,757	21,690	54,697
Bombay, Baroda and Central India.	*1942-43* ..	*69,088*	*32,791*	*45,278*	*189,042*	*554,536*	*890,735*
	1943-44 ..	116,292	38,179	47,908	158,153	527,409	887,941

† Includes Net ton miles of freight carried in Departmental Trains.

For the years 1942-43 and 1943-44. (In thousands)—contd.

* Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ Gauge.
53	*210*	*126*	*94*	*99*	*56*	*90*	Bengal and Assam.
56	214	138	118	105	61	102	
202	*262*	*180*	*199*	*204*	*213*	*206*	Bengal-Nagpur.
215	341	200	217	187	237	208	
299	*325*	*340*	*270*	*206*	*300*	*236*	Bombay, Baroda and Central India.
327	250	253	288	215	325	245	
284	*553*	*251*	*301*	*190*	*357*	*273*	East Indian.
301	511	250	388	178	371	280	
362	*402*	*296*	*370*	*293*	*367*	*319*	Great Indian Peninsula.
368	427	293	311	287	376	313	
367	*499*	*272*	*316*	*209*	*420*	*268*	Madras and Southern Mahratta.
385	470	238	254	196	413	238	
172	*141*	*108*	*191*	*160*	*160*	*161*	Nizam's State.
194	140	124	176	170	170	168	
364	*18*	*372*	*199*	*208*	*364*	*234*	North Western (Commercial).
282	96	370	228	206	282	230	
98	*25*	*166*	*31*	*101*	*98*	*102*	North Western (Military).
115	80	167	62	118	115	114	
367	*18*	*392*	*210*	*216*	*367*	*243*	North Western (Total).
296	155	392	236	222	295	245	
212	..	*161*	*186*	*128*	*212*	*143*	South Indian.
173	..	163	182	142	173	152	
261	*434*	*266*	*259*	*208*	*297*	*241*	Total 5′ 6″ Gauge.
272	446	262	270	201	313	243	
							3′ 3½″ Gauge.
157	*28*	*132*	*103*	*119*	*157*	*120*	Bengal and Assam.
154	225	187	120	132	155	136	
34	*57*	*190*	*133*	*91*	*34*	*108*	Bikaner State.
42	..	186	121	99	42	107	
168	*283*	*216*	*223*	*190*	*194*	*198*	Bombay, Baroda and Central India.
233	265	175	186	196	240	199	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	†Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores.)	Total. (Columns 23+24+25+26+27.
21	22	23	24	25	26	27	28
3′ 3⅜″ Gauge—*concld.*							
Jodhpur	*1942-43*	*878*	*31*	*13,983*	*75,857*	*140,423*	*231,172*
	1943-44	2,175	71	15,898	62,165	112,751	193,060
Madras and Southern Mahratta	*1942-43*	*7,577*	*23,568*	*83,922*	*220,284*	*209,055*	*544,406*
	1943-44	6,846	19,666	89,447	130,928	263,066	509,953
Mysore State	*1942-43*	*7,322*	..	*8,695*	*22,661*	*70,926*	*109,604*
	1943-44	5,137	..	7,666	18,563	65,440	96,803
Nizam's State	*1942-43*	*13,950*	*15,488*	*8,592*	*47,789*	*59,309*	*145,128*
	1943-44	10,543	11,690	5,899	53,410	69,297	150,839
Oudh and Tirhut	*1942-43*	*17,340*	..	*41,199*	*123,470*	*560,005*	*742,014*
	1943-44	14,982	..	42,040	102,554	559,972	719,548
South Indian	*1942-43*	*11,062*	..	*36,286*	*141,883*	*259,339*	*448,570*
	1943-44	11,379	..	33,372	150,036	275,715	470,502
Total 3′ 3⅜″ Gauge	*1942-43*	*162,261*	*71,890*	*269,542*	*831,312*	*2,212,930*	*3,607,935*
	1943-44	198,379	63,866	332,087	761,038	2,530,142	3,892,412
2′ 6″ and 2′ 0″ Gauges.							
Bengal and Assam	*1942-43*	..	..	..	*5*	*75*	*80*
	1943-44	..	..	..	7	60	67
Bengal-Nagpur	*1942-43*	*10,246*	..	*10,587*	*7,746*	*41,141*	*69,720*
	1943-44	6,498	354	11,485	9,526	39,505	67,368
Bombay, Baroda and Central India.	*1942-43*	*27*	..	*12*	*833*	*4,357*	*5,229*
	1943-44	32	..	1	979	3,832	4,844
Great Indian Peninsula	*1942-43*	*423*	..	..	*1,960*	*3,227*	*5,615*
	1943-44	273	..	..	1,663	3,726	5,662
Mysore State	*1942-43*	..	..	*11*	*968*	*2,370*	*3,349*
	1943-44	..	..	13	816	2,249	3,078
North Western (Commercial)	*1942-43*	*2,130*	..	*628*	*2,457*	*12,472*	*17,687*
	1943-44	2,510	1	557	3,725	13,149	19,942
North Western (Military)	*1942-43*	*102*	..	*466*	*512*	*6,943*	*8,023*
	1943-44	103	..	230	535	6,563	7,431
North Western (Total)	*1942-43*	*2,232*	..	*1,094*	*2,969*	*19,415*	*25,710*
	1943-44	2,613	1	787	4,260	19,712	27,373
Total 2′ 6″ & 2′ 0″ Gauges	*1942-43*	*12,933*	..	*11,704*	*14,481*	*70,585*	*109,703*
	1943-44	9,416	355	12,286	17,251	69,084	108,392
Total Class I Railways	*1942-43*	*5,770,507*	*2,508,415*	*2,269,684*	*3,488,976*	*13,764,802*	*27,802,384*
	1943-44	5,578,077	2,755,571	2,460,718	3,646,846	13,623,539	28,064,751

† Includes Net ton miles of freight carried in Departmental trains.

or the years 1942-43 and 1943-44. (In thousands)—contd.

* Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							3′ 3¾″ Gauge—*concld.*
56	*48*	*200*	*217*	*133*	*55*	*155*	Jodhpur.
187	206	215	194	122	148	145	
123	*141*	*403*	*323*	*130*	*133*	*200*	Madras and Southern Mahratta.
129	143	430	171	157	139	179	
128	..	*110*	*99*	*100*	*128*	*102*	Mysore State.
128	..	122	100	100	128	103	
196	*185*	*181*	*150*	*112*	*190*	*138*	Nizam's State.
198	185	173	166	118	191	143	
123	..	*138*	*127*	*114*	*123*	*117*	Oudh and Tirhut.
140	..	140	135	131	140	132	
201	..	*197*	*173*	*114*	*201*	*134*	South Indian.
250	..	183	174	114	250	134	
153	*196*	*204*	*184*	*130*	*164*	*146*	Total 3′ 3¾″ Gauge.
190	200	205	163	138	192	150	
							2′ 6″ and 2′ 0″ Gauges.
..	..	..	*11*	*15*	..	*15*	Bengal and Assam.
..	..	..	14	18	..	17	
107	..	*124*	*71*	*56*	*107*	*68*	Bengal-Nagpur.
117	106	129	76	56	117	69	
23	..	*36*	*24*	*20*	*23*	*20*	Bombay, Baroda and Central India.
24	..	10	23	20	24	20	
41	..	..	*43*	*37*	*41*	*39*	Great Indian Peninsula.
46	..	..	40	41	46	41	
..	..	*11*	*60*	*38*	..	*42*	Mysore State.
..	..	13	58	45	..	47	
31	..	*53*	*48*	*49*	*31*	*46*	North Western (Commercial).
30	39	56	47	49	30	45	
.. *63*	..	*69*	*69*	*57*	*63*	*58*	North Western (Military).
87	..	66	82	59	87	61	
32	..	*69*	*52*	*58*	*32*	*54*	North Western (Total).
31	39	69	51	55	31	51	
73	..	*114*	*55*	*49*	*73*	*55*	Total 2′ 6″ and 2′ 0″ Gauges.
64	118	120	56	49	65	55	
254	*419*	*225*	*231*	*187*	*289*	*220*	Total Class I Railways.
266	432	251	234	183	305	221	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores.)	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5′ 6″ Gauge.							
Bengal and Assam	*1942-43* ..	*15,41*	*84*	*6,10*	*18,78*	*1,87,77*	*2,28,90*
	1943-44 ..	13,06	1,10	10,84	25,67	2,31,03	2,81,70
Bengal-Nagpur	*1942-43* ..	*2,14,06*	*57,22*	*29,28*	*70,04*	*6,81,22*	*10,51,82*
	1943-44 ..	2,15,24	58,34	35,07	88,60	6,60,46	10,57,71
Bombay, Baroda and Central India.	*1942-43* ..	*37,30*	*71*	*12,11*	*82,81*	*5,43,16*	*6,76,09*
	1943-44 ..	43,10	1,08	11,20	77,20	5,05,74	6,38,32
East Indian	*1942-43* ..	*3,79,40*	*2,14,42*	*62,32*	*1,67,50*	*9,93,96*	*18,22,60*
	1943-44 ..	3,63,98	2,61,66	66,49	2,32,47	10,99,09	20,23,69
Great Indian Peninsula	*1942-43* ..	*1,22.43*	*19,14*	*39,30*	*2,04,43*	*12,56,19*	*16,41,49*
	1943-44 ..	1,16,18	18,63	44,14	1,68,33	12,73,03	16,20,31
Madras and Southern Mahratta	*1942-43* ..	*26,62*	*20,50*	*22,42*	*80,40*	*2,79,65*	*4,29,59*
	1943-44 ..	26,28	13,73	20,73	98,82	2,82,07	4,41,63
Nizam's State	*1942-43* ..	*26,31*	*12,87*	*3,22*	*36,70*	*84,52*	*1,63,62*
	1943-44 ..	18,54	10,69	2,47	39,01	96,03	1,66,74
North Western (Commercial)	*1942-43* ..	*60,56*	..	*56,98*	*2,40,96*	*9,32,22*	*12,90,72*
	1943-44 ..	44,48	..	58,43	3,12,27	9,91,72	14,06,90
North Western (Military)	*1942-43* ..	*2,31*	..	*3,46*	*14,32*	*1,04,76*	*1,24,85*
	1943-44 ..	3,01	..	3,74	10,96	1,20,33	1,38,07
North Western (Total)	*1942-43* ..	*62,87*	..	*60,44*	*2,55,28*	*10,36,98*	*14,15,57*
	1943-44 ..	47,49	..	62,17	3,23,23	11,12,08	15,44,97
South Indian	*1942-43* ..	*1,57*	..	*2,36*	*47,89*	*1,66,82*	*2,18,64*
	1943-44 ..	1,66	..	2,71	42,47	1,78,26	2,25,10
Total 5′ 6″ Gauge	*1942-43* ..	*8,85,97*	*3,25,70*	*2,37,55*	*9,63,83*	*52,35,27*	*76,48,32*
	1943-44 ..	8,45,53	3,65,23	2,56,82	10,95,80	54,37,79	80,00,17
3′ 3½″ Gauge.							
Bengal and Assam	*1942-43* ..	*3,68*	*1*	*3,91*	*23,66*	*2,41,68*	*2,77,94*
	1943-44 ..	7,74	5	12,98	32,13	4,04,05	4,56,95
Bikaner State	*1942-43* ..	*26*	..	*51*	*14,41*	*16,35*	*31,53*
	1943-44 ..	53	..	46	16,32	12,88	30,19
Bombay, Baroda and Central India	*1942-43* ..	*9,34*	*3,92*	*4,25*	*78,76*	*3,22,33*	*4,18,60*
	1943-44 ..	14,72	4,65	4,82	71,81	2,90,52	3,86,52

for the years 1942-43 and 1943-44. (*In thousands*)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ Gauge.
5·04	*3·75*	*2·86*	*10·3*	*8·74*	*4·95*	*7·80*	Bengal and Assam.
5·09	3·68	2·89	10·6	9·26	4·95	8·18	
3·36	*3·35*	*2·56*	*8·64*	*6·47*	*3·29*	*5·08*	Bengal-Nagpur.
3·36	2·81	2·58	9·88	7·26	3·23	5·33	
2·69	*2·32*	*1·80*	*7·46*	*12·1*	*2·68*	*8·81*	Bombay, Baroda and Central India.
2·52	2·60	1·75	7·33	11·7	2·53	8·22	
3·08	*2·42*	*2·46*	*5·93*	*8·77*	*2·80*	*4·80*	East Indian.
3·03	2·54	2·53	5·28	9·93	2·80	5·01	
2·71	*2·41*	*1·86*	*6·88*	*8·73*	*2·67*	*6·62*	Great Indian Peninsula.
2·69	2·42	1·98	7·30	9·69	2·65	7·12	
3·10	*2·64*	*2·72*	*4·99*	*9·39*	*2·88*	*6·09*	Madras and Southern Mahratta.
2·97	2·63	2·75	7·58	8·95	2·85	6·67	
4·26	*3·87*	*2·39*	*7·32*	*9·81*	*4·13*	*6·69*	Nizam's State.
3·81	3·98	2·33	8·36	9·92	3·87	7·26	
2·25	*3·84*	*2·30*	*9·00*	*8·38*	*2·25*	*6·80*	North Western (Commercial).
2·45	2·46	2·19	8·68	9·14	2·45	7·43	
2·34	*3·07*	*2·40*	*9·34*	*8·91*	*2·34*	*7·95*	North Western (Military).
2·53	2·42	2·44	8·83	9·04	2·53	7·99	
2·25	*3·77*	*2·30*	*9·02*	*8·43*	*2·25*	*6·89*	North Western (Total).
2·45	2·44	2·20	8·68	9·13	2·45	7·48	
4·60	..	*2·44*	*7·79*	*11·6*	*4·60*	*9·92*	South Indian.
5·21	..	2·45	7·71	11·9	5·21	10·3	
3·04	*2·57*	*2·29*	*7·16*	*8·75*	*2·90*	*6·10*	Total 5′ 6″ Gauge.
3·02	2·61	2·32	7·33	9·47	2·89	6·38	
							3′ 3¾″ Gauge.
4·88	*3·84*	*2·74*	*10·3*	*11·0*	*4·88*	*9·95*	Bengal and Assam.
5·09	1·81	2·84	10·5	10·6	5·06	9·56	
4·45	*1·93*	*1·82*	*10·6*	*12·4*	*4·45*	*10·5*	Bikaner State.
5·56	..	2·00	11·7	11·4	5·56	10·6	
2·66	*2·30*	*1·80*	*8·05*	*11·3*	*2·54*	*9·12*	Bombay, Baroda and Central India.
2·52	2·37	1·93	8·72	10·7	2·48	8·47	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores.)	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
3' 3⅜" Gauge—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jodhpur	*1942-43* ..	*18*	*1*	*1,63*	*27,03*	*76,82*	*1,05,67*
	1943-44 ..	33	1	1,84	25,30	71,25	98,73
Madras and Southern Mahratta	*1942-43* ..	*2,27*	*3,88*	*10,71*	*81,96*	*1,56,94*	**2,63,40*
	1943-44 ..	1,81	3,33	11,41	79,30	1,64,67	*2,72,02
Mysore State	*1942-43* ..	*1,64*	..	*95*	*11,47*	*43,72*	*57,78*
	1943-44 ..	1,12	..	81	10,73	54,14	66,80
Nizam's State	*1942-43* ..	*3,08*	*2,44*	*1,15*	*25,26*	*39,22*	*71,15*
	1943-44 ..	2,25	1,91	80	28,85	42,55	76,36
Oudh and Tirhut	*1942-43* ..	*4,45*	..	*5,68*	*51,67*	*2,34,42*	*2,96,22*
	1943-44 ..	3,22	..	5,93	43,03	2,63,66	3,15,84
South Indian	*1942-43* ..	*3,03*	..	*4,83*	*76,66*	*1,71,99*	*2,56,51*
	1943-44 ..	2,50	..	4,56	89,21	1,77,33	2,73,60
Total 3' 3⅜" Gauge	*1942-43* ..	*32,93*	*10,26*	*33,62*	*3,90,87*	*13,03,48*	**17,78,80*
	1943-44 ..	34,22	9,95	43,61	3,96,68	14,81,05	*19,77,01
2' 6" and 2' 0" Gauges.							
Bengal and Assam	*1942-43* ..	..	..	..	..	*12*	*12*
	1943-44 ..	..	..	..	1	8	9
Bengal-Nagpur	*1942-43* ..	*3,06*	..	*1,35*	*5,44*	*21,01*	*30,86*
	1943-44 ..	1,91	10	1,47	6,39	21,09	30,96
Bombay, Baroda and Central India.	*1942-43* ..	*1*	..	..	*1,21*	*4,39*	*5,61*
	1943-44 ..	1	..	..	1,52	4,24	5,77
Great Indian Peninsula	*1942-43* ..	*15*	..	..	*2,03*	*3,86*	*6,04*
	1943-44 ..	8	..	..	1,82	4,04	5,94
Mysore State	*1942-43* ..	..	..	..	*48*	*2,02*	*2,50*
	1943-44 ..	..	..	..	49	1,94	2,43
North Western (Commercial)	*1942-43* ..	*60*	..	*21*	*3,15*	*14,69*	*18,65*
	1943-44 ..	78	..	17	4,08	15,81	20,84
North Western (Military)	*1942-43* ..	*2*	..	*10*	*37*	*4,91*	*5,40*
	1943-44 ..	2	..	4	41	4,36	4,83
North Western (Total)	*1942-43* ..	*62*	..	*31*	*3,52*	*19,60*	*24,05*
	1943-44 ..	80	..	21	4,49	20,17	25,67
Total 2' 6" & 2' 0" Gauges	*1942-43* ..	*3,84*	..	*1,66*	*12,68*	*51,00*	*69,18*
	1943-44 ..	2,80	10	1,68	14,72	51,56	70,86
Total Class I Railways	*1942-43* ..	*2,22,74*	*3,35,96*	*2,72,83*	*13,67,38*	*65,89,75*	**94,96,30*
	1943-44 ..	3,82,55	3,75,28	3,01,11	15,07,20	69,70,40	*1,00,48,04

	1942-43.	1943-44.
* Includes Mormugao Harbour earnings	7,64	11,50

for the years 1942-43 and 1943-44 (In thousands.)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	56
							3′ 3⅜″ Gauge—*concld.*
4·03	*2·48*	*2·24*	*6·84*	*10·5*	*3·97*	*8·78*	Jodhpur.
2·96	2·79	2·23	7·81	12·1	2·96	9·82	
5·75	*3·16*	*2·45*	*7·14*	*14·4*	*3·79*	*9·02*	Madras and Southern Mahratta.
5·08	3·25	2·45	11·6	12·0	3·72	9·81	
4·30	..	*2·10*	*9·72*	*11·8*	*4·30*	*10·1*	Mysore State.
4·19	..	2·03	11·1	15·9	4·19	13·3	
4·25	*3·02*	*2·57*	*10·2*	*12·7*	*3·60*	*9·41*	Nizam's State.
4·09	3·15	2·59	10·4	11·8	3·60	9·72	
4·16	..	*2·33*	*7·87*	*7·95*	*4·16*	*7·54*	Oudh & Tirhut.
3·96	..	2·71	7·83	8·91	3·96	8·29	
5·26	..	*2·56*	*10·4*	*12·6*	*5·26*	*10·9*	South Indian.
4·22	..	2·62	11·4	12·3	4·22	11·1	
3·90	*2·74*	*2·39*	*8.42*	*11·3*	**3·54*	*9·47*	Total 3′ 3⅜″ Gauge.
3·31	2·73	2·51	10·0	11·2	3·16	9·75	
							2′ 6″ and 2′ 0″ Gauges.
..	..	..	*17·1*	*27·0*	..	*26·4*	Bengal and Assam.
..	..	..	35·8	23·1	..	24·5	
5·74	..	*2·45*	*13·5*	*9·80*	*5·74*	*8·50*	Bengal-Nagpur.
5·64	5·32	2·45	12·9	10·3	5·62	8·82	
8·47	..	*1·80*	*27·9*	*19·4*	*8·47*	*20·6*	Bombay, Baroda and Central India.
8·19	..	2·37	29·7	21·3	8·19	22·9	
6·54	..	..	*19·9*	*23·0*	*6·54*	*20·7*	Great Indian Peninsula.
5·71	..	..	21·0	20·8	5·71	20·1	
..	..	..	*9·52*	*16·4*	..	*14·3*	Mysore State.
..	..	..	11·5	16·6	..	15·2	
5·38	..	*6·38*	*24·6*	*22·6*	*5·38*	*20·2*	North Western (Commercial).
5·93	3·56	5·31	21·0	23·1	5·92	20·1	
3·62	..	*4·22*	*14·0*	*13·6*	*3·62*	*12·9*	North Western (Military).
3·97	..	3·90	14·7	12·8	3·97	12·5	
5·30	..	*5·42*	*22·8*	*19·4*	*5·30*	*18·0*	North Western (Total).
5·85	3·56	5·25	20·3	19·6	5·85	18·0	
5·70	..	*2·72*	*16·8*	*13·9*	*5·70*	*12·1*	Total 2′ 6″ & 2′ 0″ Gauges.
5·71	5·41	2·63	16·4	14·3	5·70	12·6	
3·07	*2·57*	*2·31*	*7·52*	*9·19*	*2·92*	*6·56*	Total Class I Railways.
3·04	2·61	2·35	7·94	9·82	2·90	6·87	

*Revised

14.—Statement of Revenue Earnings and Expenses of Class I

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual of 1941-42 Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures

NOTE II.—"Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE III.—Please see note under heading of Statement No. 2 (*a*).

Railway.	Year.	Capital at charge* — Capital outlay† per route mile.	Gross earnings (in thousands of rupees). §	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal and Assam	*1942-43*	*2,32,807*	*5,97,78*	*67,081*	*1,286·5*	*8·38*
	1943-44	2,38,274	8,37,43	93,974	1,797·3	12·0
Bengal-Nagpur	*1942-43*	*2,37,590*	*14,37,14*	*56,214*	*1,078·1*	*9·79*
	1943-44	2,40,677	16,23,27	63,579	1,215·0	11·6
Bombay, Baroda and Central India	*1942-43*	*2,25,609*	*11,39,18*	*92,392*	*1,771·7*	*14·8*
	1943-44	2,25,491	11,92,56	94,366	1,804·6	15·4
East Indian	*1942-43*	*3,66,554*	*29,52,09*	*69,955*	*1,341·6*	*10·5*
	1943-44	3,72,369	33,36,31	79,549	1,521·4	12·5
Great Indian Peninsula	*1942-43*	*3,26,608*	*27,55,39*	*81,539*	*1,563·8*	*11·9*
	1943-44	3,32,620	33,28,09	99,412	1,901·2	14·8
Madras and Southern Mahratta	*1942-43*	*1,83,301*	*7,60,06*	*67,276*	*1,290·2*	*11·0*
	1943-44	1,85,248	9,25,50	81,802	1,564·5	13·2
Nizam's State	*1942-43*	*1,15,106*	*2,62,74*	*38,179*	*732·2*	*12·4*
	1943-44	1,16,904	2,95,02	42,870	819·9	13·2
North Western (Commercial)	*1942-43*	*2,31,544*	*24,88,66*	*61,950*	*996·3*	*12·2*
	1943-44	2,33,900	29,99,32	62,664	1,198·5	15·3
North Western (Military)	*1942-43*	*1,85,560*	*2,00,61*	*13,154*	*252·2*	*7·48*
	1943-44	1,79,876	2,24,94	15,077	288·4	8·54
North Western (Total)	*1942-43*	2,19,436	26,89,27	42,581	816·6	11·6
	1943-44	2,19,675	22,24,26	51,356	982·2	14·5
South Indian	*1942-43*	*(a) 2,03,722*	*3,44,69*	*44,921*	*861·5*	*10·3*
	1943-44	(a) 2,05,286	4,08,99	53,278	1,019·0	12·7
TOTAL 5′ 6″ GAUGE	*1942-43*		*1,29,38,34*	*61,284*	*1,175·3*	*11·1*
	1943-44		1,51,71,43	72,036	1,377·7	13·5
3′ 3¼″ GAUGE.						
Bengal and Assam	*1942-43*	‡	*5,87,24*	*23,010*	*441·3*	*6·45*
	1943-44	‡	9,43,94	37,109	709·7	8·25
Bikaner State	*1942-43*	*48,999*	*66,55*	*7,536*	*145·0*	*6·93*
	1943-44	48,719	76,69	8,685	166·1	10·5
Bombay, Baroda and Central India	*1942-43*	‡	*6,92,48*	*34,885*	*669·2*	*9·38*
	1943-44	‡	7,25,19	36,535	698·6	10·5

*In the case of State-owned railways.

†In the case of other than State-owned railways.

§The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat Service, but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

‡Included in 5′ 6″ Gauge.

(*a*) Figures include capital at charge for Narrow Gauge but exclude its route mileage, as the line has since been closed.

Railways rated against selected units for the years 1942-43 and 1943-44.

expenditure on 'Replacements and Renewals', but from 1936—37, all Class I Railways (except B. & N. W., R. & K. (now O & T) to end of 'Appropriation to Depreciation Reserve Fund' instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees). § 8	Working expenses per mean mile worked per week. § 9	Working expenses per train mile. § 10	Net earnings (in thousands of rupees). § 11	Net earnings per mean mile worked. § 12	Net earnings per train mile. § 13	Railway. 14
						5′ 6″ Gauge.
4,18,09	*899·8*	*5·86*	*1,79,69*	*20,164·0*	*2·52*	Bengal and Assam.
6,47,13	1,388·9	9·30	1,90,30	21,354·1	2·73	
8,20,36	*612·4*	*5·56*	*6,16,78*	*24,281·1*	*4·23*	Bengal-Nagpur.
11,78,33	879·6	8·15	4,44,94	17,590·7	3·45	
4,87,58	*758·1*	*6·32*	*6,51,60*	*52,847·5*	*8·45*	Bombay, Baroda and Central India.
6,06,81	918·4	7·84	5,85,75	46,350·2	7·57	
14,79,16	*671·6*	*5·26*	*14,72,93*	*34,938·3*	*5·24*	East Indian.
20,43,10	931·4	7·62	12,93,21	30,851·5	4·83	
11,82,88	*671·3*	*5·11*	*15,72,51*	*46,534 6*	*6·79*	Great Indian Peninsula.
15,83,41	904·4	7·06	17,44,68	52,114·6	7·77	
3,59,34	*610·0*	*5·18*	*4,00,72*	*35,469·2*	*5·77*	Madras and Southern Mahratta.
4,78,18	808·3	6·81	4,47,32	39,536·7	6·38	
97,07	*270·5*	*4·58*	*1,65,67*	*24,073·8*	*7·81*	Nizam's State.
1,14,11	317·1	5·39	1,80,91	26,289·5	8·51	
11,72,50	*469·4*	*5·73*	*13,16,16*	*27,474·1*	*6·44*	North Western (Commercial)
13,63,68	544·9	6·97	16,35,64	34,172·9	8·37	
2,27,94	*286·6*	*8·50*	*—27,33*	*—1,791·6*	*—1·02*	North Western (Military).
3,00,99	385·8	11·4	—76,05	—5,097·3	—2·89	
14,00,44	*425·3*	*6·05*	*12,88,83*	*20,406·9*	*5·57*	North Western (Total).
16,64,67	507·1	7·50	15,59,59	24,841·1	7·03	
1,39,14	*347·8*	*4·15*	*2,05,55*	*26,787·9*	*6·13*	South Indian.
1,82,72	455·2	5·66	2,26,27	29,475·6	7·01	
63,84,06	*579·4*	*5·48*	*65,54,28*	*31,073·7*	*5·64*	Total 5′ 6″ Gauge.
84,98,46	771·2	7·55	66,72,97	31,714·1	5.94	
						3′ 3⅜″ Gauge.
4,84,81	*359·4*	*5·25*	*1,02,43*	*4,268·5*	*1·20*	Bengal and Assam.
7,93,04	588·8	6·84	1,50,90	6,323·4	1·41	
31,62	*69·0*	*3·29*	*34,93*	*3,956·0*	*3·64*	Bikaner State.
34,42	74·6	4·70	42,27	4,787·0	5·77	
3,32,13	*321·3*	*4·50*	*3,69,35*	*18,153·4*	*4·88*	Bombay, Baroda and Central India.
4,07,93	393·4	5·93	3,17,26	15,983·3	4·61	

14.—*Statement of Revenue Earnings and Expenses of Class I*

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual end of 1941-42, Jodhpur & N. S. railways in respect of other than State-owned portions of their railway systems) include the figures.
NOTE II.—"Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve
NOTE III.—Please see note under heading of Statement No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3¾″ GAUGE—*concld.*						
Jodhpur	*1942-43*	*55,165*	*1,89,32*	*16,830*	*322·8*	*9·44*
	1943-44	56,523	1,99,14	17,769	339·9	11·3
Madras and Southern Mahratta	*19142-43*	‡	¶*4,36,10*	*23,588*	*452·4*	*5·97*
	1943-44	‡	¶4,97,05	26,730	511·2	7·25
Mysore State	*1942-43*	*91,672*	*1,11,61*	*18,313*	*351·2*	*5·46*
	1943-44	92,782	1,52,69	25,053	479·2	7·53
Nizam's State	*1942-43*	‡	*1,25,49*	*18,679*	*358·2*	*7·46*
	1943-44	‡	1,49,68	22,280	426·1	8·69
Oudh and Tirhut	*1042-43*	*86,450*	*5,25,48*	*18,867*	*362·0*	*6·00*
	1943-44	1,08,112	6,28,37	22,659	433·0	7·00
South Indian	*1942-43*	‡	*5,21,52*	*29,785*	*571·2*	*7·17*
	1943-44	‡	6,37,89	36,483	697·8	10·1
TOTAL 3¾″ GAUGE	*1942-43*		*32,55,79*	*22,795*	*437·2*	*7·60*
	1943-44		40,10,64	28,124	537·9	8·64
2′ 6″ AND 2′ 0″ GAUGES						
Bengal and Assam	*1942-43*	‡	*2,46*	*6,666*	*127·8*	*2·42*
	1943-44	‡	3,52	9,540	182·5	3·37
Bengal Nagpur	*1942-43*	‡	*60,32*	*6,522*	*125·1*	*2·84*
	1943-44	‡	74,86	8,095	154·8	3·61
Bombay, Baroda and Central India	*1942-43*	‡	*10,64*	*5,648*	*108·5*	*3·77*
	1943-44	‡	11,44	7,516	143·5	5·45
Great Indian Peninsula	*1942-43*	‡	*9,93*	*4,927*	*94·5*	*3·52*
	1943-44	‡	11,26	5,588	107·1	5·74
Mysore	*1942-43*	††	(*a*) *6,10*	*4,734*	*90·8*	*3·13*
	1943-44	††	(*a*) 7,61	5,908	113·0	4·73
North Western (Commercial)	*1942-43*	‡	*42,13*	*14,392*	*276·0*	*4·62*
	1943-44	‡	49,87	17,035	325·8	5·42
North Western (Military)	*1942-43*	‡	*9,76*	*3,107*	*59·6*	*3·82*
	1943-44	‡	9,45	3,008	57·5	4·08
North Western (Total)	*1942-43*	‡	*51,89*	*8,550*	*164·0*	*4·45*
	1943-44	‡	59,32	9,774	186·9	5·15
South Indian	***1942-43*	..	..	..	..	..
	1943-44	..	..	..	..	..
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1942-43*		*1,41,34*	*6,771*	*129·9*	*3·41*
	1943-44		1,68,01	8,191	156·7	4·31
TOTAL CLASS I RAILWAYS	*1942-43*	*2,21,759*	*1,63,35,47*	*43,650*	*837·1*	*9·75*
	1943-44	2,24,332	1,93,50,08	51,865	992·0	11·9

* In the case of State-owned railways.
†In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.
‡ Included in 5′ 6″ gauge.
** Lines closed on 31-10-41.

Railways rated against selected units for the years 1942-43 and 1943-44—concld.

expenditure on 'Replacements and Renewals,' but from 1933-37, all Class I Railways (except B. & N. W., R. & K., (now O. & T.) to of "Appropriation to Depreciation Reserve Fund" instead.
¶Fund from 1933-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3′ 3⅜″ Gauge—*concld.*
1,05,83	*180·5*	*5·28*	*83,49*	*7,421·9*	*4·16*	Jodhpur.
1,12,47	191·9	6·36	86,67	7,733·4	4·90	
¶ 2,30,13	*238·1*	*3·14*	*¶ 2,05,97*	*11,174·0*	*2·83*	Madras and Southern Mahratta.
¶ 2,68,13	277·1	3·93	¶ 2,28,92	12,241·5	3·32	
74,20	*233·5*	*3·63*	*37,41*	*6,138·0*	*1·83*	Mysore State.
78,16	245·3	3·86	74,53	12,229·0	3·67	
65,87	*188·0*	*3·92*	*59,62*	*8,874·6*	*3·54*	Nizam's State.
80,13	228·2	4·65	69,55	10,350·7	4·04	
2,71,68	*185·0*	*3·00*	*2,53,80*	*9,244·0*	*3·00*	Oudh and Tirhut.
3,15,45	215·0	4·00	3,12,92	11,413·0	4·00	
3,09,70	*339·4*	*4·26*	*2,11,82*	*12,087·2*	*2·91*	South Indian.
3,75,47	412·2	5·97	2,62,42	14,930·0	4·14	
19,05,96	*254·6*	*4·08*	*13,49,83*	*9,520·1*	*2·92*	Total 3′ 3⅜″ Gauge.
24,65,20	329·4	5·29	15,45,44	10,903·3	3.35	
						2′ 6″ and 2′ 0″ Gauges.
1,69	*88·0*	*1·66*	*77*	*2,078·8*	*0·75*	Bengal and Assam.
2,27	117·7	2·17	1,25	3,388·1	1·20	
66,05	*137·0*	*3·11*	*—5,73*	*—619·8*	*—0·27*	Bengal Nagpur.
79,21	163·8	3·82	—4,35	—470·2	—0·21	
8,97	*91·7*	*3·18*	*1,67*	*886·7*	*0·59*	Bombay, Baroda and Central India.
7,29	91·7	3·47	4,15	2,726·5	1·98	
4,47	*42·5*	*1·58*	*5,46*	*2,710·1*	*1·94*	Great Indian Peninsula.
5,06	48·1	2·58	6,20	3,073·4	3·16	
3,11	*46·3*	*1·59*	*2,99*	*2,321·0*	*1·54*	Mysore State.
3,99	59·1	2·47	3,62	2,818·0	2·26	
37,00	*242·4*	*4·07*	*5,13*	*1,751·3*	*0·56*	North Western (Commercial).
44,58	291·2	4·84	5,29	1,805·5	0·57	
22,02	*134·4*	*8·61*	*—12,26*	*—3,902·0*	*—4·79*	North Western (Military).
25,04	152·4	10·8	—15,59	—4,962·2	—6·72	
59,02	*186·5*	*5·06*	*—7,13*	*—1,175·0*	*—0·61*	North Western (Total).
69,62	219·4	6·04	—10,30	—1,697·7	—0·89	
92	..	..	*—92*	..	..	South Indian.
66	..	..	—66	..	..	
1,44,23	*132·5*	*3·48*	*—2,89*	*—138·4*	*—0·07*	Total 2′ 6″ and 2′ 0″ Gauges.
1,68,10	156·7	4·31	—9	— 4·39	—0·00	
84,34,25	*431·3*	*5·04*	*79,01,22*	*21,160·4*	*4·74*	Total Class I Railways.
1,11,31,76	569·8	6·83	82,18,32	22,074·2	5·06	

¶Includes earnings and expenditure of Mormugao Harbour.
†† Included in 3′ 3⅜″ Gauge.
(*a*) Excludes earnings of Tadasa Hebbe Tramway.

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included O. & T.) to end of 1941-42, Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems).

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§ COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1942-43*	*3,82,12,205*	*2,26,52,582*	*1,55,59,623*	*6·35*	*4·44*	*1·91*
	1943-44	5,46,51,666	3,01,68,795	2,44,82,871	9·64	6·49	3·15
Bengal-Nagpur	*1942-43*	*7,85,83,247*	*1,75,84,655*	*6,09,98,592*	*6·53*	*3·37*	*3·16*
	1943-44	11,36,20,441	2,73,40,429	8,62,80,012	9·05	5·47	3·58
Bombay, Baroda and Central India	*1942-43*	*4,57,01,088*	*1,66,20,786*	*2,90,80,302*	*10·5*	*4·07*	*6·40*
	1943-44	5,83,03,612	2,10,83,976	3,72,19,636	13·6	5·44	8·11
East Indian	*1942-43*	*13,93,77,720*	*3,75,98,774*	*10,17,78,946*	*7·94*	*2·89*	*5·05*
	1943-44	20,20,14,634	5,35,82,819	14,84,31,815	10·6	4·46	6·09
Great Indian Peninsula	*1942-43*	*11,23,49,674*	*3,73,66,952*	*7,49,82,722*	*9·18*	*3·32*	*5·86*
	1943-44	15,10,14,957	5,96,34,920	9,13,80,037	13·4	4·95	8·42
Madras and Southern Mahratta	*1942-43*	*3,46,27,807*	*1,26,39,150*	*2,19,88,657*	*7·90*	*3·19*	*4·71*
	1943-44	4,57,63,467	1,83,05,387	2,74,58,080	11·6	4·62	7·00
Nizam's State	*1942-43*	*93,42,642*	*29,23,677*	*64,18,965*	*9·51*	*2·97*	*6·54*
	1943-44	1,10,02,870	37,59,952	72,42,918	11·7	3·62	8·08
North Western	*1942-43*	*13,34,45,178*	*5,58,14,432*	*7,76,30,746*	*8·66*	*4·09*	*5·57*
	1943-44	15,83,93,521	6,67,51,993	9,16,42,529	12.2	5 19	7·01
South Indian	*1942-43*	*1,33,60,092*	*52,28,909*	*81,31,183*	*6·63*	*2·93*	*3·70*
	1943-44	1,75,13,390	70,02,657	1,05,10,733	10·4	4·22	6·17
3′ 3-3/8″ GAUGE.							
Bengal and Assam	*1942-43*	*4,61,75,799*	*2,39,47,419*	*2,22,28,380*	*6·40*	*5·07*	*1·33*
	1943-44	8,10,35,931	3,59,72,920	4,50,63,011	9·74	6·84	2·90
Bikaner State	*1942-43*	*30,37,677*	*13,61,022*	*16,76,655*	*7·88*	*3·19*	*4·69*
	1943-44	32,76,254	14,87,220	17,89,034	13·9	4·63	9·27
Bombay, Baroda and Central India	*1942-43*	*3,16,23,325*	*94,47,694*	*2,21,75,681*	*8·16*	*3·03*	*5·13*
	1943-44	3,89,83,696	1,14,84,496	2,74,99,200	11·5	4·18	7·34
Jodhpur	*1942-43*	*96,73,414*	*34,98,371*	*61,75,043*	*7·97*	*3·76*	*4·21*
	1943-44	1,04,24,387	43,00,489	61,23,898	10·6	4·98	5·62
Madras and Southern Mahratta	*1942-43*	*2,17,20,049*	*75,15,137*	*1,42,04,912*	*4·83*	*2·23*	*2·60*
	1943-44	2,55,42,584	91,18,702	1,64,23,882	7·14	3·03	4·11
Mysore State	*1942-43*	*72,65,475*	*36,18,362*	*36,47,113*	*4·18*	*2·94*	*1·24*
	1943-44	76,10,678	40,41,820	35,68,858	6·72	3·29	3·43
Nizam's State	*1942-43*	*63,32,911*	*25,71,899*	*37,61,012*	*4·94*	*2·47*	*2·47*
	1943-44	77,32,807	31,94,506	45,38,301	6·64	3·16	3·48
Oudh and Tirhut	*1942-43*	*2,41,44,766*	*93,36,990*	*1,48,07,776*	*5·00*	*2·00*	*3·00*
	1943-44	2,94,80,814	1,15,75,705	1,79,05,109	8·00	3·00	5·00
South Indian	*1942-43*	*2,79,30,553*	*1,22,04,055*	*1,57,26,498*	*4·99*	*2·69*	*2·30*
	1943-44	3,37,25,536	1,44,49,887	1,92,75,649	8·57	3·98	4·59

§ The results in columns 6 to 17 exclude steamboat

*Excluding expenditure on the maintenance and working of Ferry Steamers at harbours and after deducting telegraph, and

† Revised figures.

...er the years 1942-43 and 1943-44.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. from 1935-39.
actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K. Rys. (now include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

§ Goods Traffic.									
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
11·7	*7·66*	*4·04*	*55·5*	*36·4*	*19·1*	*6·59*	*9·11*	*1·21*	Bengal and Assam.
12·5	10·6	1·90	54·9	46·6	8·30	8·02	10·3	0·16	
11·3	*6·50*	*4·80*	*56·6*	*32·5*	*24·1*	*2·97*	*4·09*	*2·11*	Bengal-Nagpur.
12·7	9 23	3·44	63·5	45 3	18·2	4 15	5·23	2·18	
18·8	*8·02*	*10·8*	*85·1*	*36·3*	*48·8*	*3·79*	*5·55*	*5·02*	Bombay, Baroda and Central India.
16·6	9·63	7·02	80·2	46·4	33·8	4·78	6·51	3·44	
12·2	*6·74*	*5·42*	*49·2*	*27·3*	*21·9*	*2·68*	*3·84*	*2·12*	East Indian.
13·9	10·1	3·81	56·7	41·1	15·6	3·67	4·77	1·34	
14·0	*6·29*	*7·68*	*71·8*	*32·4*	*39·5*	*3·02*	*4·26*	*3·60*	Great Indian Peninsula.
15·8	8·80	7·02	79·8	44·4	35·4	4·01	5·25	3·11	
14·5	*7·38*	*7·12*	*61·4*	*31·2*	*30·2*	*3·12*	*4·11*	*2·97*	Madras and Southern Mahratta.
14·6	8·98	5·57	67·4	41·6	25·8	4·15	5·16	2·52	
14·6	*5·65*	*8·95*	*71·3*	*27·7*	*43·6*	*2·62*	§§ *4·54*	*4·07*	Nizam's State.
15·7	6·71	8·99	76·4	32·7	43·7	3·16	§§ 5·20	4·10	
16·2	*8·19*	*7·01*	*70·5*	*38·0*	*32·5*	*3·78*	*5·39*	*3·11*	North Western.
16·9	9·83	7·07	79.1	46·1	33·0	4·43	6·03	3·05	
14·1	*5·18*	*8·92*	*95·5*	*35·2*	*60·3*	*3·90*	*5·41*	*6·02*	South Indian.
14·6	6·70	7·90	100·3	46·1	54·2	5·10	6·61	5·18	
									3′ 3·⅜″ Gauge.
6·21	*5·16*	*1·05*	*36·1*	*30·0*	*6·10*	*9·74*	‡*13·4*	*0·21*	Bengal and Assam.
7·52	7·40	0·12	37·7	37·1	0·60	10·7	‡13·0	—1·14	
5·93	*3·14*	*2·79*	*47·1*	*24·9*	*22·2*	*5·60*	*8·79*	*4·99*	Bikaner State.
7·38	4·35	3·03	51·0	30·6	20·4	6·29	9·53	4·38	
9·91	*5·21*	*4·70*	*49·3*	*25·9*	*23·4*	*4·78*	*6·18*	*4·34*	Bombay, Baroda and Central India.
9·45	6·65	2·80	51·9	36·5	15·4	5·95	7·35	2·52	
9·87	*5·74*	*4·13*	*46·3*	*26·9*	*19·4*	*5·13*	*6·45*	*3·65*	Jodhpur.
11·0	6·76	4·21	54·7	33·7	21·0	6·09	7·58	3·73	
6·97	*3·73*	*3·24*	*51·2*	*27·4*	*23·7*	*5·91*	*6·52*	*4·01*	Madras and Southern Mahratta.
7·12	4·46	2·66	54·8	34·3	20·5	6·18	7·78	3·63	
7·22	*4·49*	*2·73*	*65·1*	*40·5*	*24·6*	*6·39*	*8·58*	*3·73*	Mysore State.
8·53	4·47	4·06	78·7	41·2	37·5	7·08	9·41	6·17	
10·9	*5·61*	*5·29*	*61·0*	*31·5*	*29·5*	†*5·07*	**	†*4·34*	Nizam's State.
11·2	6·40	4·80	63·9	36·4	27·5	5·78	**	3·94	
7·00	*3·00*	*4·00*	*39·0*	*20·0*	*19·0*	*4·00*	*5·57*	*3·54*	Oudh and Tirhut.
7·00	4·00	3·00	43·0	24·0	19·0	5·00	6·58	3·29	
10·0	*6·05*	*3·95*	*55·0*	*33·2*	*21·8*	*6·73*	*10·1*	*4·17*	South Indian.
11·0	7·48	3·50	59·4	40·4	19·0	7·87	11·1	3·24	

earnings and expenses.
Sundry earnings.
‡Metre and Narrow gauges combined. ** Included in Broad gauge. §§ Broad and Metre gauges combined.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1942-43 and 1943-44.*

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed)	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal and Assam	*1942-43*	*365,882*	*1,685,462*	*949,132*	*2,124,989*	*1,089,038*	*2,128,993*	*1,462,364*
	1943-44	525,292	1,829,110	1,195,797	2,224,572	1,347,916	2,227,273	1,807,493
Bengal Nagpur	*1942-43*	*3,919,230*	*§1,898,259*	*7,284,414*	*§2,461,992*	*8,373,049*	*§2,483,144*	*8,613,661*
	1943-44	3,758,660	§2,069,568	6,960,108	§2,622,385	8,001,454	§2,638,965	8,212,912
Bombay, Baroda and Central India	*1942-43*	*1,462,347*	*1,166,768*	*3,073,832*	*1,439,485*	*3,423,577*	*1,443,519*	*3,434,542*
	1943-44	1,489,598	1,171,078	3,112,130	1,419,770	3,490,184	1,424,276	3,537,654
East Indian	*1942-43*	*7,198,040*	*4,403,107*	*13,820,703*	*5,777,457*	*15,395,448*	*5,925,352*	*16,039,780*
	1943-44	7,696,129	4,506,795	13,980,167	5,748,334	15,487,217	5,855,592	16,220,800
Great Indian Peninsula — Steam	*1942-43*	*4,272,054*	*2,992,849*	*8,178,708*	*3,775,955*	*9,460,423*	*3,804,002*	*9,603,000*
	1943-44	3,945,572	3,673,235	7,500,597	4,544,498	8,622,892	4,558,009	8,762,823
Great Indian Peninsula — Electric	*1942-43*	*471,344*	*627,902*	*894,351*	*791,481*	*1,055,663*	*795,872*	*1,071,011*
	1943-44	410,959	796,053 §§	779,407	995,327 §§	913,805	996,572 §§	937,348
Madras and Southern Mahratta	*1942-43*	*1,345,283*	*1,316,496*	*2,689,690*	*1,752,460*	*3,067,323*	*1,782,444*	*3,103,617*
	1943-44	1,261,187	**1,364,359	2,506,927	**1,918,843	2,868,618	**1,944,436	2,915,170
Nizam's State	*1942-43*	*466,669*	*368,006*	*886,427*	*485,272*	*1,039,307*	*485,678*	*1,066,310*
	1943-44	439,043	400,649	847,945	523,563	996,235	524,375	1,010,121
North Western	*1942-43*	*3,907,862*	*4,660,077*	*7,093,981*	*5,883,072*	*8,056,835*	*5,904,614*	*8,212,564*
	1943-44	3,904,149	4,749,206	7,601,024	5,897,157	7,941,996	5,915,705	8,120,948
South Indian	*1942-43*	*390,688*	*‡463,311*	*828,423*	*‡633,959*	*963,773*	*‡637,822*	*991,841*
	1943-44	389,569	‡‡495,249	829,739	‡‡657,273	966,726	‡‡657,539	986,943
TOTAL 5′ 6″ GAUGE — Steam	*1942-43*	*23,328,055*	*18,954,335*	*44,805,310*	*24,334,641*	*50,868,773*	*24,595,568*	*52,577,679*
	1943-44	23,439,199	20,259,249	43,934,434	25,556,395	49,723,238	25,746,170	51,574,869
TOTAL 5′ 6″ GAUGE — Electric	*1942-43*	*471,344*	*627,902*	*894,351*	*791,481*	*1,055,663*	*795,872*	*1,071,011*
	1943-44	*410,959*	*796,053*	*779,407*	*995,327*	*913,805*	*996,572*	*937,348*
3′ 3⅜″ GAUGE.								
Bengal and Assam	*1942-43*	*397,423*	*1,271,203*	*1,013,563*	*1,558,590*	*1,252,814*	*1,562,682*	*1,450,507*
	1943-44	780,537	1,566,470	1,769,344	1,890,081	2,093,912	1,892,749	2,371,033
Bikaner State	*1942-43*	*57,518*	*99,199*	*119,497*	*129,828*	*159,178*	*130,122*	*160,299*
	1943-44	54,404	94,551	109,343	116,227	139,017	116,464	140,099
Bombay, Baroda and Central India	*1942-43*	*882,438*	*†680,521*	*1,721,311*	*†847,202*	*1,947,151*	*†848,405*	*1,991,375*
	1943-44	881,053	639,249	1,628,686	786,544	1,848,621	787,397	1,885,395

*Excluding traffic carried in departmental trains.
‡Includes 76,735 (000) Gross Ton miles of running power trains.
§Exclusive of M. & S. M. Railway trains worked by B. N. Railway Engines.
§§Includes 150 (000) ton miles of M. and S. M. Railway trains worked by B. N. Railway Engines.
† Includes 11,710 (000) Gross ton miles of B. B. & C. I. Railway trains worked by B. S. Railway Engines.
‡‡Includes 78,606(000) Gross Ton miles of running power trains.
** Includes 79(000) Ton miles of M. & S. M. Railway trains worked by B. N. Railway Engines.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1942-43 and 1943-44*—concld.

NOTE:—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Jodhpur	*1942-43*	*230,118*	*240,067*	*449,088*	*237,529*	*505,484*	*288,041*	*508,428*
	1943-44	192,001	247,278	364,505	290,795	410,871	291,143	414,588
Madras and Southern Mahratta	*1942-43*	*541,731*	*541,257*	*1,161,342*	*736,894*	*1,413,515*	*755,064*	*1,427,920*
	1943-44	506,637	549,418	1,081,644	734,878	1,314,485	741,578	1,334,367
Mysore State	*1942-43*	*109,242*	*198,738*	*227,368*	*288,152*	*290,913*	*289,593*	*291,894*
	1943-44	96,457	220,431	212,605	312,629	275,076	312,766	276,167
Nizam's State	*1942-43*	*141,340*	*176,026*	*273,359*	*229,476*	*318,773*	*230,038*	*336,396*
	1943-44	149,054	193,675	289,936	246,647	339,288	247,557	351,695
Oudh and Tirhut	*1942-43*	*714,005*	*777,180*	*1,393,273*	*985,001*	*1,594,405*	*1,056,087*	*1,674,876*
	1943-44	696,846	784,778	1,347,754	†991,759	‡1,552,881	1,047,868	1,620,825
South Indian**	*1942-43*	*434,451*	*588,365*	*933,508*	*795,504*	*1,077,921*	§*797,723*	*1,116,232*
	1943-44	453,672	610,482	948,117	777,631	1,080,891	778,099	1,127,445
TOTAL 3′ 3⅜″ GAUGE	*1942-43*	*3,508,266*	*4,573,056*	*7,292,309*	*5,858,176*	*8,560,154*	*5,957,755*	*8,957,927*
	1943-44	3,810,661	4,906,332	7,761,934	6,147,191	9,055,042	6,215,621	9,521,614
2′ 6″ & 2′ 0″ GAUGES.								
Bengal and Assam	*1942-43*	*80*	*4,809*	*336*	*5,985*	*429*	*5,987*	*429*
	1943-44	67	5,558	217	6,776	266	6,776	266
Bengal Nagpur	*1942-43*	*65,974*	*137,507*	*157,424*	*189,859*	*207,510*	*190,023*	*225,925*
	1943-44	65,411	134,182	155,495	185,611	204,321	185,790	217,235
Bombay, Baroda and Central India	*1942-43*	*5,045*	*12,155*	*10,678*	*16,630*	*13,718*	*16,639*	*14,677*
	1943-44	4,735	10,700	9,829	14,005	12,175	14,005	12,746
Great Indian Peninsula	*1942-43*	*5,615*	*16,903*	*12,178*	*24,553*	*17,396*	*24,561*	*18,703*
	1943-44	5,662	14,466	11,936	19,190	16,043	19,213	17,652
Mysore State	*1942-43*	*3,288*	*12,102*	*6,712*	*18,525*	*9,879*	*18,525*	*10,050*
	1943-44	3,078	12,233	6,072	17,027	9,022	17,027	9,022
North Western	*1942-43*	*24,958*	*44,411*	*66,931*	*65,049*	*99,317*	*65,753*	*105,776*
	1943-44	26,069	46,408	64,701	68,269	94,933	69,128	100,277
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1942-43*	*104,960*	*227,887*	*254,259*	*320,601*	*348,249*	*321,488*	*375,560*
	1943-44	105,022	223,547	248,250	310,878	336,760	311,939	357,208
TOTAL CLASS I RAILWAYS—Steam	*1942-43*	*26,941,281*	*23,755,278*	*52,351,878*	*30,513,418*	*59,777,176*	*30,874,811*	*61,911,166*
	1943-44	27,324,882	25,389,128	51,934,618	32,014,464	59,115,040	32,273,730	61,453,691
TOTAL CLASS I RAILWAYS—Electric	*1942-43*	*471,344*	*627,902*	*894,351*	*791,481*	*1,055,663*	*795,872*	*1,071,011*
	1943-44	410,959	796,053	779,407	995,327	913,805	996,572	937,348

*See remark on page 118.
**Includes figures for Electric services.
§ Corrected figure.
†Excludes 15,715 ton miles on account of engine power supplied to the B. & A. Railway.
‡Excludes 1,807 ton miles on account of engine power supplied to the B. & A. Railway.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1942-43 and 1943-44 (In thousands.)*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols.4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols.6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal and Assam	*1942-43*	*4,953*	*1,318*	*141*	*1,459*	*143*	*70*	*213*	*5,096*	*1,529*	*6,625*	*9*	*502*	*511*
	1943-44	4,529	1,406	105	1,511	117	100	217	4,646	1,611	6,257	5	696	701
Bengal Nagpur	*1942-43*	*5,024*	*5,277*	*3,379*	*8,656*	*121*	*79*	*200*	*5,145*	*8,735*	*13,880*	*75*	*638*	*713*
	1943-44	4,809	4,953	3,246	8,299	144	38	182	4,953	8,337	13,290	49	583	632
Bombay, Baroda & Central India.	*1942-43*	*2,630*	*2,809*	*546*	*3,355*	*122*	*160*	*282*	*2,752*	*3,515*	*6,267*	*21*	*110*	*131*
	1943-44	2,416	2,893	665	3,558	118	266	384	2,534	3,824	6,358	21	43	64
East Indian	*1942-43*	*11,731*	*11,120*	*2,390*	*13,510*	*712*	*102*	*814*	*12,443*	*13,612*	*26,055*	*555*	*1,490*	*2,045*
	1943-44	10,906	10,399	2,627	13,026	745	74	819	11,651	13,100	24,751	364	1,662	2,026
Great Indian Peninsula — Steam	*1942-43*	*6,992*	*7,644*	*2,485*	*10,129*	*272*	*171*	*443*	*7,264*	*10,300*	*17,564*	*239*	*512*	*751*
	1943-44	7,557	6,486	2,315	8,801	287	126	413	7,844	8,927	16,771	94	525	619
Great Indian Peninsula — Electric	*1942-43*	*1,320*	*1,057*	*Nil*	*1,057*	*Nil*	*Nil*	*Nil*	*1,320*	*1,057*	*2,377*	*33*	*45*	*78*
	1943-44	1,621	858	*Nil*	858	*Nil*	*Nil*	*Nil*	1,621	858	2,479	2	76	78
Madras & Southern Mahratta	*1942-43*	*3,714*	*2,037*	*674*	*2,711*	*84*	*125*	*209*	*3,798*	*2,836*	*6,634*	*115*	*145*	*260*
	1943-44	3,775	1,945	729	2,674	85	117	202	3,860	2,791	6,651	71	265	336
Nizam's State	*1942-43*	*684*	*821*	*38*	*859*	*254*	*175*	*429*	*938*	*1,034*	*1,972*	*1*	*103*	*104*
	1943-44	740	799	31	830	244	195	439	984	1,025	2,009	2	54	56
North Western	*1942-43*	*9,633*	*6,557*	*1,761*	*8,318*	*3,729*	*874*	*4,603*	*13,362*	*9,192*	*22,554*	*106*	*281*	*387*
	1943-44	8,864	6,340	1,617	7,957	3,708	1,100	4,808	12,572	9,057	21,629	98	267	365
South Indian	*1942-43*	*1,702*	*969*	*275*	*1,244*	*69*	*111*	*180*	*1,771*	*1,355*	*3,126*	*15*	*213*	*228*
	1943-44	1,588	926	301	1,227	72	187	259	1,660	1,414	3,074	1	154	155
Total 5′ 6″ Gauge — Steam	*1942-43*	*47,063*	*33,552*	*11,689*	*50,241*	*5,506*	*1,867*	*7,373*	*52,569*	*52,108*	*104,677*	*1,136*	*3,994*	*5,130*
	1943-44	45,184	36,147	11,736	47,883	5,520	2,203	7,723	50,704	50,086	100,790	705	4,249	4,954
Total 5′ 6″ Gauge — Electric	*1942-43*	*1,320*	*1,057*	*Nil*	*1,057*	*Nil*	*Nil*	*Nil*	*1,320*	*1,057*	*2,377*	*33*	*45*	*78*
	1943-44	1,621	858	*Nil*	858	*Nil*	*Nil*	*Nil*	1,621	858	2,479	2	76	78
3′ 3¾″ GAUGE.														
Bengal and Assam	*1942-43*	*3,180*	*2,336*	*421*	*2,757*	*1,517*	*867*	*2,384*	*4,697*	*3,624*	*8,321*	*23*	*686*	*709*
	1943-44	3,811	3,700	427	4,127	1,432	886	2,318	5,243	5,013	10,256	13	1,074	1,087
Bikaner State	*1942-43*	*73*	*62*	*1*	*63*	*353*	*468*	*821*	*426*	*531*	*957*	*Nil*	*4*	*4*
	1943-44	5	57	1	58	316	350	666	321	408	729	1	3	4
Bombay, Baroda & Central India	*1942-43*	*2,631*	*2,119*	*1,892*	*4,011*	*479*	*172*	*651*	*3,110*	*4,183*	*7,293*	*7*	*76*	*83*
	1943-44	2,238	2,045	1,834	3,879	501	193	699	2,739	4,077	6,816	6	57	63

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on* ***Class I Railways*** *for the years 1942-43 and 1943-44. (In thousands)*—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols.4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3½″ GAUGE—*concld.*														
Jodhpur	*1942-43*	*440*	*589*	*70*	*659*	*486*	*407*	*893*	*926*	*1,066*	*1,992*	*5*	*7*	*12*
	1943-44	354	457	29	486	505	404	909	859	890	1,749	5	13	18
Madras & Southern Mahratta	*1942-43*	*2,865*	*2,281*	*969*	*3,250*	*295*	*443*	*738*	*3,160*	*3,693*	*6,853*	*214*	*110*	*324*
	1943-44	2,590	2,099	975	3,074	371	471	842	2,961	3,545	6,506	51	137	188
Mysore State	*1942-43*	*1,111*	*702*	*	*702*	*114*	*107*	*221*	*1,225*	*809*	*2,034*	*7*	*3*	*10*
	1943-44	1,124	729	*	729	102	68	170	1,226	797	2,023	2	2	4
Nizam's State	*1942-43*	*952*	*551*	*5*	*556*	*50*	*48*	*98*	*1,002*	*604*	*1,606*	*3*	*66*	*69*
	1943-44	945	593	8	601	60	50	110	1,005	651	1,656	5	58	63
Oudh and Tirhut	*1942-43*	*3,118*	*1,972*	*1,377*	*3,349*	*1,057*	*582*	*1,639*	*4,175*	*3,931*	*8,106*	*259*	*289*	*548*
	1943-44	2,727	2,052	1,295	3,347	1,401	699	2,100	4,128	4,046	8,174	38	366	404
South Indian	*1942-43*	*3,550*	*1,537*	*672*	*2,209*	*167*	*65*	*232*	*3717*	*2,274*	*5,991*	*17*	*324*	*341*
	1943-44	2,715	1,432	633	2,065	161	99	260	2,876	2,164	5,040	2	414	416
Total 3′ 3½″ Gauge	*1942-43*	*17,920*	*12,149*	*5,407*	*17,556*	*4,518*	*3,159*	*7,677*	*22,438*	*20,715*	*43,153*	*535*	*1,565*	*2,100*
	1943-44	16,509	13,164	5,202	18,366	4,849	3,225	8,074	21,358	21,591	42,949	123	2,124	2,247
2′ 6″ & 2′ 0″* GAUGES.			Total.									Total.		
Bengal and Assam	*1942-43*	*74*	*Nil*			*20*	*8*	*28*	*94*	*8*	*102*	*Nil*		
	1943-44	84	Nil			16	4	20	100	4	104	Nil		
Benga.-Nagpur	1942-43	*693*	*671*			385	277	662	1,078	948	2,026	*97*		
	1943-44	670	706			389	231	620	1,059	937	1,996	77		
Bombay, Baroda & Central India	*1942-43*	*18*	*12*			*147*	*96*	*243*	*165*	*108*	*273*	*9*		
	1943-44	Nil	9			120	76	196	120	85	205	5		
Great Indian Peninsula	*1942-43*	*20*	*6*			*141*	*102*	*243*	*161*	*108*	*269*	*7*		
	1943-44	12	8			88	76	164	100	84	184	10		
Mysore State	*1942-43*	*41*	*11*			*91*	*52*	*143*	*132*	*63*	*195*	*Nil*		
	1943-44	4	13			96	48	144	100	61	161	Nil		
North Western	*1942-43*	*177*	*558*			*247*	*86*	*333*	*424*	*644*	*1,068*	*66*		
	1943-44	160	552			285	62	347	445	614	1,059	60		
Total 2′ 6″ & 2′ 0″ Gauges	*1942-43*	*1,023*	*1,258*			*1,031*	*621*	*1,652*	*2,054*	*1,879*	*3,933*	*179*		
	1943-44	930	1,288			994	497	1,491	1,924	1,785	3,709	152		
Total Class I Railways. Steam	*1942-43*	*66,006*	*69,055*			*11,055*	*5,647*	*16,702*	*77,061*	*74,702*	*151,763*	*7,409*		
	1943-44	62,623	67,537			11,363	5,925	17,288	73,986	73,462	147,448	7,353		
Electric	*1942-43*	*1,320*	*1,057*			*Nil*	*Nil*	*Nil*	*1,320*	*1,057*	*2,377*	*78*		
	1943-44	1,621	858			Nil	Nil	Nil	1,621	858	2,479	78		

*Included with Main lines in Col. 4.

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit and all Rail Cars.

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22).	Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+25 +26).
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ GAUGE.											
Bengal and Assam	*1942-43*	*474*	*66*	*540*	*875*	*111*	*986*	*3*	*2*	*110*	*115*
	1943-44	547	57	604	1,051	91	1,142	3	3	86	92
Bengal Nagpur	*1942-43*	*343*	*25*	*368*	*3,506*	*470*	*3,976*	*167*	*28*	*103*	*298*
	1943-44	338	22	360	3,620	403	4,023	247	25	112	384
Bombay, Baroda & Central India	*1042-43*	*160*	*13*	*173*	*1,132*	*108*	*1,240*	*4*	*2*	*107*	*113*
	1943-44	158	10	168	1,164	117	1,281	2	2	83	87
East Indian	*1942-43*	*807*	*4*	*811*	*4,868*	*186*	*5,054*	*62*	*144*	*927*	*1,133*
	1943-44	942	5	947	5,128	180	5,308	59	48	509	616
Great Indian Peninsula — Steam	*1942-43*	*491*	*15*	*506*	*2,938*	*204*	*3,142*	*249*	*50*	*100*	*399*
	1943-44	477	16	493	2,924	218	3,142	166	25	186	377
Great Indian Peninsula — Electric	*1942-43*	*90*	*1*	*91*	*14*	*28*	*42*	*157*	*36*	*50*	*243*
	1943-44	112	1	113	42	33	75	159	25	78	262
Madras & Southern Mahratta	*1942-43*	*197*	*11*	*208*	*782*	*112*	*894*	*83*	*9*	*189*	*281*
	1943-44	226	7	233	786	106	892	54	3	150	207
Nizam's State	*1942-43*	*78*	*9*	*87*	*309*	*38*	*347*	*9*	*9*	*48*	*66*
	1943-44	91	9	100	313	40	353	6	6	40	52
North Western	*1942-43*	*1,085*	*100*	*1,185*	*3,034*	*624*	*3,658*	*171*	*42*	*203*	*416*
	1943-44	1,147	90	1,237	2,930	619	3,549	114	45	179	338
South Indian	*1942-43*	*31*	*41*	*72*	*290*	*168*	*458*	*28*	*9*	*18*	*55*
	1943-44	32	37	69	290	189	479	13	1	16	30
Total 5′ 6″ Gauge — Steam	*1942-43*	*3,666*	*284*	*3,950*	*17,734*	*2,021*	*19,755*	*776*	*295*	*1,805*	*2,876*
	1943-44	3,958	253	4,211	18,206	1,963	20,169	664	158	1,361	2,183
Total 5′ 6″ Gauge — Electric	*1942-43*	*90*	*1*	*91*	*14*	*28*	*42*	*157*	*36*	*50*	*243*
	1943-44	112	1	113	42	33	75	159	25	78	262
3′ 3⅜″ GAUGE.											
Bengal and Assam	*1942-43*	*472*	*48*	*520*	*1,714*	*97*	*1,811*	*16*	*13*	*105*	*134*
	1943-44	478	51	529	2,346	99	2,445	21	17	151	189
Bikaner State	*1942-43*	*28*	*9*	*37*	*65*	*17*	*82*	*Nil*	*5*	*2*	*7*
	1943-44	23	9	32	54	21	75	*Nil*	3	2	5
Bombay, Baroda & Central India	*1942-43*	*200*	*32*	*232*	*1,050*	*132*	*1,182*	*4*	*6*	*40*	*50*
	1943-44	195	22	217	1,013	131	1,144	8	4	41	53

Class I Railways for the years 1942-43 and 1943-44 (In thousands)—contd.

The Mileage of these services is shown in Statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Department including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35).	Traffic Engine Miles		Total including Departmental. (Columns 36+37+38).	Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31).	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27).	Goods & proportion of mixed. (Columns 11+23+32).		
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
1	*9*	*114*	*254*	*378*	*28*	*67*	*101*	*640*	*5,751*	*2,893*	*9,284*	Bengal and Assam.
3	12	160	196	371	20	54	106	827	5,342	3,124	9,293	
624	*215*	*937*	*350*	*2,126*	*11*	*48*	*350*	*1,074*	*5,811*	*14,837*	*21,722*	Bengal Nagpur.
634	179	904	347	2,064	12	42	211	855	5,697	14,424	20,976	
8	*7*	*183*	*26*	*224*	*2*	*25*	*262*	*395*	*3,038*	*4,979*	*8,412*	Bombay, Baroda & Central India.
14	5	188	49	256	3	15	267	334	2,789	5,361	8,484	
44	*106*	*1,325*	*1,743*	*3,218*	*182*	*83*	*648*	*2,875*	*14,387*	*21,884*	*39,146*	East Indian.
51	198	1,451	1,993	3,603	80	102	798	2,904	13,214	22,011	38,129	
420	*157*	*604*	*860*	*2,041*	*20*	*98*	*488*	*1,259*	*8,169*	*15,483*	*24,911*	Great Indian Peninsula. Steam
380	116	594	976	2,066	14	106	557	1,190	8,714	14,135	24,039	
145	*Nil*	*102*	*Nil*	*247*	*1*	*23*	*60*	*139*	*1,654*	*1,346*	*3,139*	Great Indian Peninsula. Electric
121	1	102	*Nil*	224	2	38	82	162	1,996	1,157	3,315	
123	*8*	*355*	*28*	*514*	*17*	*28*	*154*	*431*	*4,287*	*4,244*	*8,962*	Madras & Southern Mahratta.
132	17	336	61	546	21	53	189	546	4,300	4,229	9,075	
30	*13*	*130*	*Nil*	*173*	*Nil*	*21*	*139*	*243*	*1,091*	*1,554*	*2,888*	Nizam's State.
9	9	106	*Nil*	124	*Nil*	16	132	188	1,136	1,502	2,826	
183	*119*	*799*	*360*	*1,461*	*6*	*36*	*738*	*1,131*	*14,963*	*14,311*	*30,405*	North Western.
171	91	740	387	1,389	5	31	752	1,122	14,147	13,995	29,264	
181	*21*	*125*	*7*	*334*	*28*	*14*	*28*	*284*	*1,898*	*2,147*	*4,329*	South Indian.
139	5	133	8	285	5	15	34	194	1,759	2,178	4,131	
1,614	*655*	*4,572*	*3,628*	*10,469*	*294*	*420*	*2,908*	*8,332*	*59,395*	*82,332*	*150,059*	Total 5′ 6″ Gauge. Steam
1,533	542	4,612	4,017	10,704	160	434	3,046	8,160	57,098	80,959	146,217	
145	*Nil*	*102*	*Nil*	*247*	*1*	*23*	*60*	*139*	*1,654*	*1,346*	*3,139*	Total 5′ 6″ Gauge. Electric
121	1	102	*Nil*	224	2	38	82	162	1,996	1,157	3,315	
												3′ 3-3/8″ Gauge.
97	*43*	*230*	*59*	*429*	*12*	*15*	*59*	*780*	*5,351*	*5,864*	*11,995*	Bengal and Assam.
62	49	330	199	640	1	24	71	1,159	5,961	8,098	15,218	
Nil	*14*	*7*	*7*	*28*	*6*	*1*	*3*	*13*	*470*	*641*	*1,124*	Bikaner State.
Nil	4	10	6	20	5	1	1	10	358	503	871	
15	*25*	*65*	*34*	*139*	*Nil*	*6*	*380*	*463*	*3,392*	*5,504*	*9,359*	Bombay, Baroda & Central India.
10	32	70	45	157	*Nil*	4	368	431	3,009	5,378	8,818	

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE:—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total (Cols. 21+22).	Assisting required.	Assisting not required.	Light.	Total Other (Cols. 24+25 +26).
16	17	18	19	20	21	22	23	24	25	26	27
3′ 3-3/8″ GAUGE—*concld.*											
Jodhpur	*1942-43*	*29*	*65*	*94*	*223*	*93*	*316*	*5*	*8*	*11*	*24*
	1943-44	27	58	85	204	85	289	1	5	5	11
Madras and Southern Mahratta	*1942-43*	*136*	*5*	*141*	*671*	*71*	*742*	*16*	*5*	*38*	*59*
	1943-44	143	5	148	698	73	771	16	7	31	54
Mysore State	*1942-43*	*134*	*16*	*150*	*194*	*25*	*219*	*6*	*22*	*4*	*32*
	1943-44	150	19	169	191	25	216	12	13	6	31
Nizam's State	*1942-43*	*49*	*9*	*58*	*161*	*20*	*181*	*Nil*	*1*	*22*	*23*
	1943-44	61	10	71	161	24	185	*Nil*	*Nil*	25	25
Oudh and Tirhut	*1942-43*	*210*	*29*	*239*	*1,830*	*389*	*2,219*	*18*	*43*	*77*	*138*
	1943-44	202	49	251	1,820	496	2,316	10	23	80	113
South Indian	*1942-43*	*106*	*72*	*178*	*411*	*300*	*711*	*3*	*4*	*23*	*30*
	1943-44	86	58	144	407	273	680	3	1	9	13
Total 3′ 3-3/8″ Gauge	*1942-43*	*1,364*	*285*	*1,649*	*6,319*	*1,144*	*7,463*	*68*	*107*	*322*	*497*
	1943-44	1,365	281	1,646	6,894	1,227	8,121	71	73	350	494

		SHUNTING MILES (ALL CLASSES).		
		SHUNTING ENGINES.	TRAIN ENGINES.	TOTAL.
2′ 6″ & 2′ 0″ GAUGES.				
Bengal and Assam	*1942-43*	*Nil*	*1*	*1*
	1943-44	*Nil*	2	2
Bengal-Nagpur	*1942-43*	*440*	*79*	*519*
	1943-44	446	65	511
Bombay, Baroda and Central India	*1942-43*	*Nil*	*34*	*34*
	1943-44	*Nil*	34	34
Great Indian Peninsula	*1942-43*	*15*	*12*	*27*
	1943-44	11	11	22
Mysore State	*1942-43*	*Nil*	*23*	*23*
	1943-44	*Nil*	22	22
North Western	*1942-43*	*134*	*55*	*189*
	1943-44	125	48	173
Total 2′ 6″ and 2′ 0″ Gauges	*1942-43*	*589*	*204*	*793*
	1943-44	582	182	764
Total Class I Railways — Steam	*1942-43*	*29,672*	*3,938*	*33,610*
	1943-44	31,005	3,906	34,911
Total Class I Railways — Electric	*1942-43*	*90* 1	*91* *14*	*23* *42*
	1943-44	112 1	113 42	33 75

		OTHER			
		Assisting required.	Assisting not required.	Light.	Total Other (Cols. 24+25 +26).
2′ 6″ & 2′ 0″ GAUGES.					
Bengal and Assam	*1942-43*				
	1943-44				
Bengal-Nagpur	*1942-43*				
	1943-44				
Bombay, Baroda and Central India	*1942-43*				
	1943-44				
Great Indian Peninsula	*1942-43*				
	1943-44				
Mysore State	*1942-43*				
	1943-44				
North Western	*1942-43*				
	1943-44				
Total 2′ 6″ and 2′ 0″ Gauges	*1942-43*				
	1943-44				
Total Class I Railways — Steam	*1942-43*				†
	1943-44				†
Total Class I Railways — Electric	*1942-43*	*157*	*36*	*50*	*243*
	1943-44	159	25	78	262

†Included in column 34.

Class I Railways for the years 1942-43 and 1943-44. (*In thousands*)—concld.

Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

ENGINE MILES.									TOTAL ENGINE MILES.			
Goods and proportion of mixed.					*Departmental (including shunting and departmental sidings).*			*Total Departmental.* (Cols. 15+33+35).	*Traffic Engine Miles.*		*Total including Departmental.* (Column 36+37+38).	Railway
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31).	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27).	Goods & proportion of mixed (Columns 11+23+32).		
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3-3/8″ GAUGE—*concld.*
4	*7*	*47*	*1*	*59*	*Nil*	*1*	*105*	*117*	*1,044*	*1,441*	*2,602*	Jodhpur.
2	4	27	2	35	*Nil*	2	114	132	955	1,214	2,301	
128	*44*	*203*	*13*	*388*	*7*	*12*	*97*	*423*	*3,360*	*4,823*	*8,611*	Madras & Southern Mahratta.
140	24	164	15	343	6	18	126	320	3,163	4,659	8,142	
7	*1*	*12*	*Nil*	*20*	*Nil*	*18*	*20*	*30*	*1,407*	*1,048*	*2,485*	Mysore State.
1	*Nil*	10	*Nil*	11	*Nil*	16	32	36	1,426	1,024	2,486	
Nil	*1*	*43*	*Nil*	*44*	*1*	*12*	*80*	*150*	*1,083*	*829*	*2,062*	Nizam's State.
Nil	1	44	*Nil*	45	1	12	85	149	1,101	881	2,131	
3	*47*	*126*	*8*	*184*	*141*	*7*	*241*	*930*	*4,552*	*6,334*	*11,816*	Oudh and Tirhut.
3	27	146	9	185	153	4	216	773	4,492	6,547	11,812	
40	*2*	*48*	††*22*	*112*	*39*	*34*	*59*	*439*	*3,925*	*3,997*	*7,461*	South Indian.
37	1	26	19	83	27	47	80	523	3,033	2,927	6,483	
294	*184*	*781*	*144*	*1,403*	*206*	*106*	*1,044*	*3,350*	*24,584*	*29,581*	*57,515*	Total 3′ 3-3/8″ Gauge.
255	142	827	295	1,519	193	128	1,093	3,533	23,498	31,231	58,262	
TOTAL §OTHER ENGINE MILES.					TOTAL OTHER DEPARTMENTAL.							
												2′ 6″ & 2′ 0″ GAUGES.
		6			*Nil*			*Nil*	101	*8*	*109*	Bengal and Assam.
		4			*Nil*			*Nil*	106	4	110	
		129			*24*			*121*	*1,228*	*1,446*	*2,795*	Bengal Nagpur.
		113			20			97	1,216	1,404	2,717	
		15			*2*			*11*	*194*	*128*	*333*	Bombay, Baroda & Central India.
		16			1			6	150	105	261	
		1			*1*			*8*	*168*	*129*	*305*	Great Indian Peninsula.
		1			1			11	105	101	218	
		1			*3*			*3*	*146*	*73*	*222*	Mysore State.
		1			*Nil*			*Nil*	113	71	184	
		151			*15*			*81*	*529*	*879*	*1,489*	North Western.
		133			8			68	549	816	1,433	
		303			*45*			*224*	*2,366*	*2,663*	*5,253*	Total 2′ 6″ & 2′ 0″ Gauges.
		268			30			182	2,239	2,501	4,923	
				15,548				*11,906*	*86,345*	*114,576*	*212,827*	Steam
				15.168				11,875	82,835	114,691	209,402	
145	*Nil*	*102*	*Nil*	*247*	*1*	*23*	*60*	*139*	*1,654*	*1,346*	*3,139*	Electric
121	1	102	Nil	224	2	38	82	162	1,996	1,157	3,315	

§" Other " includes Assisting required. Assisting not required. Light and Siding.

††Excludes 3 thousand siding engine miles worked in Tondiarpet siding.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal and Assam	*1942-43*	*257,4*	*12,6*	*6,2*	*18,8*	*152,1*	*21,0*	*173,1*	*107,9*	*197,2*
	1943-44	265,6	10,6	9,1	19,7	173,3	18,8	192,1	120,7	228,4
Bengal Nagpur	*1942-43*	*273,8*	*9,8*	*6,6*	*16,4*	*442,3*	*310,5*	*752,8*	*73,5*	*795,2*
	1943-44	280,3	11,5	3,0	14,5	429,1	318,1	747,2	71,9	804,6
Bombay, Baroda and Central India.	*1942-43*	*114,7*	*8,7*	*12,2*	*20,9*	*231,3*	*50,9*	*282,2*	*34,6*	*248,2*
	1943-44	106,9	7,9	19,4	27,3	243,5	59,7	303,2	33,6	256,3
East Indian	*1942-43*	*576,8*	*44,0*	*6,4*	*50,4*	*1,203,4*	*305,4*	*1,508,8*	*162,1*	*1,010,8*
	1943-44	561,0	47,2	4,7	51,9	1,180,6	342,6	1,523,2	189,5	1,061,6
Great Indian Peninsula	*1942-43*	*351,3*	*16,3*	*10,9*	*27,2*	*631,4*	*203,9*	*835,3*	*119,5*	*637,8*
	1943-44	420,0	17,1	8,2	25,3	563,1	202,9	766,0	121,2	644,5
Madras and Southern Mahratta	*1942-43*	*194,0*	*6,1*	*9,1*	*15,2*	*135,9*	*72,1*	*258,0*	*41,5*	*178,7*
	1943-44	207,9	6,5	9,0	15,5	190,2	83,7	273,9	46,5	178,5
Nizam's State	*1942-43*	*30,5*	*15,7*	*10,7*	*26,4*	*70,2*	*3,1*	*73,3*	*17,5*	*69,4*
	1943-44	33,6	15,5	12,3	27,8	71,0	2,5	73,5	20,1	70,5
North Western	*1942-43*	*457,6*	*218,8*	*60,1*	*278,9*	*666,5*	*164,0*	*830,5*	*236,2*	*727,1*
	1943-44	431,3	225,2	79,3	304,5	642,3	152,9	795,2	246,7	706,7
South Indian	*1942-43*	*85,4*	*4,7*	*8,5*	*13,2*	*87,9*	*22,9*	*110,8*	*14,3*	*91,7*
	1943-44	80,4	5,1	14,8	19,9	84,6	24,5	109,1	13,9	95,9
Total 5′ 6″ Gauge	*1942-43*	*2,341,5*	*336,7*	*130,7*	*467,4*	*3,671,0*	*1,153,8*	*4,824,8*	*807,1*	*3,956,1*
	1943-44	2,387,0	346,6	159,8	506,4	3,577,7	1,205,7	4,783,4	864,1	4,047,0
3′ 3⅜″ Gauge.										
Bengal and Assam	*1942-43*	*212,7*	*117,9*	*67,3*	*185,2*	*230,1*	*47,7*	*277,8*	*104,0*	*362,2*
	1943-44	285,1	116,1	72,4	188,5	399,6	49,6	449,2	105,8	488,9
Bikaner State	*1942-43*	*4,0*	*23,6*	*32,0*	*55,6*	*4,8*	*1*	*4,9*	*7,4*	*16,5*
	1943-44	3	23,2	25,9	49,1	4,4	1	4,5	6,4	14,8
Bombay, Baroda and Central India.	*1942-43*	*135,3*	*32,3*	*11,6*	*43,9*	*195,5*	*176,3*	*371,8*	*46,5*	*236,3*
	1943-44	115,3	34,1	13,7	47,8	183,8	168,7	352,5	43,3	228,8

Class I Railways for the years 1942-43 and 1943-44. (In hundreds.)

Service.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15 + 16 + 19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" Gauge.
116,7	*56,3*	*36,3*	*494,6*	*469,1*	*3,7*	*76,5*	*80,2*	*1,043,9*	*54*	*33*	Bengal and Assam,
92,4	75,3	28,1	439,3	533,0	2,5	104,3	106,8	1,129,1	56	32	
91,9	*413,1*	*50,1*	*449,0*	*2,017,8*	*10,1*	*133,7*	*143,8*	*2,610,6*	*62*	*35*	Bengal Nagpur.
104,8	421,5	49,5	468,5	2,025,8	8,6	100,1	108,7	2,603,0	61	35	
30,8	*91,0*	*3,6*	*133,8*	*637,2*	*3,9*	*56,5*	*60,4*	*886,4*	*64*	*43*	Bombay, Baroda and Central India,
25,1	99,8	7,0	173,5	685,7	4,1	52,3	56,4	915,6	65	44	
232,9	*308,4*	*249,0*	*1,015,8*	*3,083,4*	*95,1*	*291,3*	*386,4*	*4,485,6*	*56*	*45*	East Indian.
222,2	354,4	284,7	1,019,9	3,228,6	55,7	341,9	397,6	4,646,1	57	43	
120,1	*347,0*	*124,1*	*607,2*	*1,955,1*	*32,3*	*123,1*	*155,4*	*2,717,7*	*58*	*41*	Great Indian Peninsula.
149,3	339,4	141,5	707,6	1,899,6	15,7	140,2	155,9	2,763,1	30	38	
99,6	*123,5*	*4,0*	*341,2*	*573,3*	*15,9*	*39,4*	*55,3*	*969,8*	*56*	*44*	Madras and Southern Mahratta.
99,0	128,4	9,4	359,9	599,2	14,8	62,7	77,5	1,036,6	57	43	
20,2	*39,5*	*Nil*	*83,9*	*192,9*	*1*	*39,9*	*40,0*	*316,3*	*55*	*36*	Nizam's State.
17,9	31,2	Nil	87,1	187,5	1	31,9	32,0	306,6	56	39	
184,1	*306,7*	*51,4*	*1,096,7*	*1,975,8*	*13,9*	*132,4*	*146,3*	*3,218,8*	*61*	*42*	North Western.
159,9	296,4	55,3	1,063,1	1,932,9	12,3	137,1	149,4	3,145,4	61	42	
29,7	*53,4*	*10*	*134,1*	*270,4*	*6,6*	*31,5*	*38,1*	*442,6*	*64*	*40*	South Indian,
21,9	55,7	1,2	121,3	276,7	1,1	24,7	25,8	423,8	70	41	
926,0	*1,743,9*	*519,5*	*4,411,3*	*11,175,0*	*181,6*	*924,3*	*1,105,9*	*16,692,2*			Total 5' 6" Gauge.
892,5	1,802,1	576,7	4,490,2	11,369,0	114,9	995,2	1,110,1	16,969,3			
											3' 3½" Gauge.
117,8	*108,5*	*8,5*	*552,4*	*824,3*	*5,4*	*95,2*	*100,6*	*1,477,3*	*59*	*38*	Bengal and Assam.
146,0	158,9	28,4	653,0	1,197,8	1,6	148,2	149,8	2,000,6	61	39	
14,7	*20,7*	*9*	*49,7*	*75,0*	*1,0*	*1,0*	*2,0*	*126,7*	*55*	*47*	Bikaner State.
8,6	10,4	9	38,5	56,5	4,7	1,1	5,8	100,8	55	52	
51,1	*71,2*	*4,8*	*265,2*	*695,7*	*8*	*79,5*	*80,3*	*1,041,2*	*63*	*49*	Bombay, Baroda and Central India,
41,1	67,6	6,5	233,8	669,1	5	75,8	76,3	979,2	64	49	

† "Other" inculdes Assisting required, Assisting not required, Light and Siding engine hours.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3¼" GAUGE—*concld.*										
Jodhpur	*1942-43*	*25,3*	*37,8*	*31,7*	*69,5*	*64,6*	*3,5*	*78,1*	*18,9*	*63,2*
	1943-44	17,9	39,1	31,2	70,3	47,4	4,1	81,5	17,0	57,9
Madras and Southern Mahratta	*1942-43*	*155,1*	*24,5*	*36,8*	*61,3*	*220,7*	*93,6*	*313,7*	*28,3*	*148,4*
	1943-44	145,8	30,8	39,2	70,0	210,3	94,6	304,9	29,7	154,2
Mysore State	*1942-43*	*70,7*	*10,2*	*10,1*	*20,3*	*Nil*	*76,5*	*76,5*	*19,2*	*34,8*
	1943-44	74,1	9,4	5,6	15,0	Nil	78,6	78,6	21,7	32,7
Nizam's State	*1942-43*	*49,2*	*4,4*	*4,2*	*8,6*	*50,7*	*6*	*51,3*	*11,7*	*36,3*
	1943-44	49,1	5,2	4,3	9,5	55,5	1,0	56,5	14,3	37,0
Oudh and Tirhut	*1942-43*	*189,5*	*87,2*	*48,3*	*135,5*	*197,1*	*137,7*	*334,8*	*46,9*	*441,0*
	1943-44	177,9	116,9	53,7	170,6	201,6	109,6	311,2	50,2	463,1
South Indian	*1942-43*	*197,5*	*16,0*	*5,9*	*21,9*	*134,4*	*60,8*	*195,2*	*35,7*	*142,3*
	1943-44	153,8	15,6	8,7	24,3	121,1	59,6	180,7	28,8	136,0
Total 3' 3¼" Gauge	*1942-43*	*1,039,3*	*353,9*	*247,9*	*601,8*	*1,097,9*	*601,2*	*1,699,1*	*318,6*	*1,481,0*
	1943-44	1,019,3	390,4	254,7	645,1	1,223,7	565,9	1,789,6	317,2	1,613,4
2' 6" & 2' 0" GAUGES.			Total.			Total.			Total.	
Bengal and Assam	*1942-43*	*7,8*			*2,8*			*Nil*	*2*	
	1943-44	8,7			2,1			Nil	4	
Bengal Nagpur	*1942-43*	*52,0*			*65,6*			*75,3*	*103,7*	
	1943-44	52,3			62,4			81,1	102,1	
Bombay, Baroda and Central India.	*1942-43*	*1,6*			*23,0*			*1,2*	*6,7*	
	1943-44	Nil			18,9			9	6,7	
Great Indian Peninsula	*1942-43*	*1,4*			*18,5*			*5*	*5,6*	
	1943-44	8			12,6			6	4,7	
Mysore State	*1942-43*	*2,9*			*13,3*			*[illegible]7*	*1,8*	
	1943-44	2			13,9			1,6	1,6	
North Western	*1942-43*	*18,1*			*29,7*			*67,9*	*37,4*	
	1943-44	16,3			30,9			66,9	34,2	
Total 2' 6" & 2' 0" Gauges	*1942-43*	*83,8*			*152,9*			*147,1*	*155,4*	
	1943-44	78,3			140,8			151,1	149,7	
Total Class I Railways	*1942-43*	*3,464,6*			*1,222,1*			*6,671,0*	*6,718,2*	
	1943-44	7,484,6			1,292,			6,724,1	6,991,4	

Class I Railways for the years 1942-43 and 1943-44. (In hundreds)—concld.

Service.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passengers and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15 + 16 + 19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 3⅜″ Gauge—*concld.*
31,3	*53,6*	*Nil*	*113,3*	*221,6*	*7*	*21,8*	*22,5*	*357,4*	*55*	*43*	Jodhpur.
26,2	45,1	4	100,2	186,1	1,1	23,2	24,3	310,6	57	39	
47,3	*95,5*	*1,9*	*255,2*	*596,5*	*23,2*	*24,9*	*48,1*	*899,6*	*65*	*56*	Madras & Southern Mahratta.
40,6	95,5	2,3	246,9	596,1	7,5	31,9	39,4	882,4	69	55	
3,5	*2,1*	*Nil*	*103,6*	*124,5*	*7*	*4,7*	*5,4*	*233 5*	*78*	*67*	Mysore State.
7,8	4,6	..	113,0	121,5	2	3,8	4,0	238,5	74	67	
15,3	*12,8*	*Nil*	*80,6*	*104,6*	*8*	*21,7*	*22,5*	*207,7*	*66*	*44*	Nizam's State.
14,5	12,4	Nil	83,1	110,2	1,1	22,7	23,8	217,1	65	46	
64,2	*72,4*	*1,2*	*387,8*	*897,7*	*64,8*	*83,7*	*148,5*	*1,434,0*	*61*	*39*	Oudh and Tirhut.
63,7	80,2	1,3	408,7	909,5	35,2	87,2	122,4	1,440,6	66	37	
69,0	*41,7*	*3,2*	*213,2*	*388,3*	*12,2*	*50,1*	*62,3*	*768,8*	*65*	*46*	South Indian.
52,7	36,0	2,7	251,9	365,0	5,9	65,3	71,2	688,1	66	44	
414,2	*479,5*	*20,5*	*2,126,0*	*3,928,0*	*109,6*	*382,6*	*492,2*	*6,546,2*			Total 5′ 3⅜″ Gauge.
402,2	511,6	42,5	2,129,1	4,211,8	57,8	459,2	517,0	6,857,9			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
8,2						*Nil*	*12,0*				Bengal and Assam.
7,4						Nil	18,6				
48,8						*15,9*	*364,8*				Bengal Nagpur.
47,4						13,2	358,5				
16,6						*1,4*	*50,5*				Bombay, Baroda & Central India.
15,2						7	42,4				
4,1						*1,9*	*31,1*				Great Indian Peninsula.
4,0						1,5	24,2				
1,7						*5*	*21,9*				Mysore State.
1,5						3	19,1				
21,8						*11,0*	*196,0*				North Western.
20,0						9,6	186,9				
111,3						*29,3*	*680,3*				Total 2′ 6″ & 3′ Gauges.
104,5						25,3	640,7				
4,214,9						*1,627,9*	*23,918,7*				Total Class I Railways.
4,332,1						1,652,4	24,476,9				

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. PASSENGER PROPORTION			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND GOODS. Main Lines.		
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3+4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9+10.)	Loaded.	Total.	Percentage loaded of total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal and Assam	*1942-43*	*76,764*	*9,415*	*86,179*	*2,538*	*Nil*	*2,538*	*79,302*	*9,415*	*88,717*	*38,586*	*54,708*	*70·5*
	1943-44	76,001	18,448	94,449	2,460	Nil	2,460	78,461	18,448	96,909	44,289	64,438	68·7
Bengal Nagpur	*1942-43*	*86,236*	*14,078*	*100,314*	*1,317*	*29*	*1,346*	*87,553*	*14,107*	*101,660*	*154,373*	*216,063*	*71·5*
	1943-44	89,655	21,324	110,979	1,505	26	1,531	91,160	21,350	112,510	143,086	198,999	71·9
Bombay, Baroda and Central India.	*1942-43*	**57,710*	**3,350*	*61,060*	**2,555*	**37*	*2,592*	**60,265*	**3,387*	*63,652*	*97,807*	*128,949*	*75·8*
	1943-44	54,306	5,724	60,030	3,828	111	3,939	58,134	5,835	63,969	86,932	121,981	71·3
East Indian	*1942-43*	*201,942*	*25,274*	*227,216*	*9,188*	*287*	*9,475*	*211,130*	*25,561*	*236,691*	*392,473*	*538,227*	*66·7*
	1943-44	197,670	38,044	235,714	9,775	245	10,020	207,445	38,289	245,734	383,502	543,976	71·4
Great Indian Peninsula	*1942-43*	*153,032*	*15,366*	*168,398*	*4,089*	*Nil*	*4,089*	*157,121*	*15,366*	*172,487*	*252,971*	*353,127*	*71·6*
	1943-44	165,528	50,450	215,978	3,510	Nil	3,510	169,038	50,450	219,488	234,243	311,194	75·3
Madras and Southern Mahratta.	*1942-43*	*55,575*	*7,885*	*63,460*	*1,184*	*15*	*1,199*	*56,759*	*7,900*	*64,659*	*75,481*	*107,596*	*70·2*
	1943-44	59,382	12,066	71,448	1,103	12	1,115	60,485	12,078	72,563	69,768	97,459	71·6
Nizam's State	*1942-43*	*11,626*	*1,900*	*13,526*	*5,438*	*83*	*5,521*	*17,064*	*1,983*	*19,047*	*25,475*	*37,948*	*69·8*
	1943-44	12,905	2,167	15,072	5,213	87	5,300	18,118	2,254	20,372	25,726	36,757	70·0
North-Western	*1942-43*	*169,300*	*32,989*	*202,289*	*54,562*	*1,172*	*55,734*	*223,862*	*34,161*	*258,023*	*242,775*	*325,252*	*74·6*
	1943-44	167,569	25,885	193,454	60,466	1,264	61,730	228,035	27,149	255,184	229,908	312,908	73·5
South Indian	*1942-43*	*24,241*	*653*	*24,894*	*1,041*	*118*	*1,159*	*25,282*	*771*	*26,053*	*25,279*	*30,810*	*82·1*
	1943-44	24,938	573	25,561	1,566	96	1,662	26,504	639	27,223	24,169	28,351	85·3
Total 5′ 6″ Gauge	*1942-43*	**836,426*	**110,910*	*947,336*	**31,912*	**1,741*	*33,653*	**918,338*	**112,651*	*1,030,989*	*1,306,220*	*1,842,680*	*70·9*
	1943-44	848,004	174,681	1,022,685	89,426	1,841	91,267	937,430	176,522	1,113,952	1,246,623	1,716,063	72·6
3′ 3⅜″ Gauge.													
Bengal and Assam	*1942-43*	*61,018*	*18,407*	*79,425*	*34,820*	*Nil*	*34,820*	*95,838*	*18,407*	*114,245*	*58,488*	*88,006*	*66·5*
	1943-44	72,931	37,555	110,486	35,464	Nil	35,464	108,395	37,555	145,950	103,522	159,600	64·9
Bikaner State	*1942-43*	*1,333*	*24*	*1,357*	*7,614*	*160*	*7,774*	*8,947*	*184*	*9,131*	*1,391*	*2,336*	*59·5*
	1943-44	70	28	98	8,194	249	8,443	8,264	277	8,541	1,108	1,728	64·1
Bombay, Baroda and Central India	*1942-43*	**51,238*	**790*	*52,028*	**9,570*	**170*	*9,740*	**60,808*	**960*	*61,768*	*59,765*	*87,552*	*68·3*
	1943-44	44,864	688	45,552	10,012	205	10,217	54,876	893	55,769	52,032	75,799	68·6

* Revised figures.

and Electric locomotives on Class I Railways for the years 1942-43 and 1943-44. (In thousands).

The mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL).			
Goods. *Branch Lines*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Columns 23+24.)	Passenger and total mixed.	Goods.	Total. (Columns 26+27.)	Railway.
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. ('Cols' 12+15+18).	Total. (Cols. 13+16+19).	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5′ 6″ Gauge
2,666	*3,967*	*67·2*	*876*	*1,233*	*42,128*	*59,908*	*70·3*	*66*	*22,231*	*22,297*	*171*	*2,202*	*2,373*	Bengal and Assam.
2,336	3,548	65·8	1,167	2,214	47,792	70,200	68·1	48	30,741	30,789	345	2,629	2,974	
79 217	*133,634*	*59·3*	*695*	*952*	*234,285*	*350,649*	*66·8*	*709*	*9,868*	*10,577*	*285*	*10,695*	*10,980*	Bengal-Nagpur.
77,341	133,960	57·7	336	422	220,763	333,381	66·2	616	8,758	9,374	414	10,405	10,819	
11,585	*19,048*	*60·8*	*3,223*	*4,052*	*112,615*	*152,949*	*74·1*	*112*	*1,669*	*1,781*	*900*	*3,593*	*4,493*	Bombay, Baroda and Central India.
13,094	20,859	62·8	9,123	10,253	109,152	153,093	71·3	131	1,085	1,216	513	3,591	4,104	
50,664	*85,685*	*59·1*	*937*	*1,421*	*444,074*	*675,333*	*65·8*	*5,209*	*40,750*	*45,959*	*1,674*	*18,339*	*20,013*	East Indian.
59,289	97,755	60·7	637	984	448,428	642,715	69·8	3,932	50,105	54,037	1,840	18,309	20,149	
52,707	*82,285*	*64·1*	*969*	*1,668*	*396,647*	*437,080*	*70·2*	*153*	*7,738*	*7,891*	2,683	10,739	13,422	Great Indian Peninsula.
49,681	75,189	66·1	1,477	2,322	285,401	388,705	73·4	131	6,475	6,606	3,076	9,847	12,923	
18,611	*23,070*	*80·7*	*1,442*	*1,820*	*95,53*	*132,486*	*72·1*	*935*	*2,703*	*3,638*	*286*	*3,319*	*3,605*	Madras and Southern Mahratta.
19,469	23,532	82·7	1,275	1,541	90,512	122,532	73·9	896	4,053	4,949	298	3,625	3,923	
723	*1,419*	*51·0*	*2,772*	*3,807*	*29,970*	*43,174*	*69·4*	*10*	*1,387*	*1,397*	*103*	*1,098*	*1,201*	Nizam's State
458	924	49·7	3 057	4,237	29,241	41,918	69·8	32	603	635	120	988	1,103	
31,167	*43,602*	*71·5*	*12,271*	*15,553*	*236,213*	*384,407*	*74·5*	*672*	*7,752*	*8,424*	*1,799*	*9,341*	*11,140*	North Western.
27,412	39,799	68·9	16,626	21,389	273,946	374 006	73·2	539	7,427	7,966	1,743	8,903	10,649	
6 031	*7,903*	*76·3*	*2,574*	*3,305*	*33,884*	*42,018*	*80·6*	*79*	*2,335*	*2,414*	*147*	*2,048*	*2,195*	South Indian.
6,108	7,984	76·5	4,766	5,840	35,013	42,175	83·1	8	1,621	1,629	211	1,916	2,127	
253 371	*400,613*	*63·2*	*25,759*	*33,811*	*1,585,350*	*2,277,104*	*69·6*	*7,945*	*96,433*	*101,378*	*8,048*	*61,374*	*69,422*	Total 5′ 6″ Gauge.
255,188	403,550	63·2	38,467	49,202	1,540,273	2,168,815	71·0	6,333	110,868	117,201	8,560	60,216	68,776	
														3′ 3⅜″ Gauge.
4,489	*6,850*	*65·5*	*14,342*	*20,182*	*77,319*	*115,038*	*67·2*	*220*	*27,443*	*27,663*	*1,310*	*3,569*	*4,879*	Bengal and Assam.
4 013	6,685	60·5	15,627	22,035	123,192	188,380	65·4	197	44,703	44,900	1,407	5,443	6,850	
18	*41*	*44·4*	*6,866*	*10,479*	*8,275*	*12,856*	*64·4*	*2*	*71*	*73*	*619*	*77*	*696*	Bikaner State.
8	14	58·4	6,367	9,413	7,483	11,155	67·1	Nil	69	69	501	74	575	
52,497	*70,986*	*74·0*	*2,403*	*3,497*	*114,666*	*162,035*	*70·8*	*81*	*2,343*	*2,424*	*374*	*4,500*	*4 874*	Bombay, Baroda and Central India.
45,544	63,103	72 2	3,055	4,236	100,631	143,141	70 8	54	1,361	1,415	408	4,682	5,090	

19.—Statement of Vehicle and Wagon Miles (*in terms of four-wheelers*) relating to trains hauled by Steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION) Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total. (Cols. 9+10.)	GOODS AND GOODS. Main Lines. Loaded.	GOODS AND GOODS. Main Lines. Total.	GOODS AND GOODS. Main Lines. Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3⅜″ GAUGE—*concld.*													
Jodhpur	*1942-43*	*9,398*	*497*	*9,895*	*11,120*	*623*	*11,743*	*20,518*	*1,120*	*21,638*	*24,201*	*31,719*	*76·3*
	1943-44	8,550	449	8,999	12,012	636	12,648	20,562	1,085	21,647	17,860	23,325	77·0
Madras and Southern Mahratta.	*1942-43*	*44,251*	*505*	*44,756*	*5,457*	*109*	*5,566*	*49,708*	*614*	*50,322*	*46,453*	*67,926*	*68·4*
	1943-44	43,036	625	43,661	7,304	187	7,491	50,340	812	51,152	42,113	59,526	70·8
Mysore State	*1942-43*	*14,722*	*143*	*14,865*	*1,693*	*12*	*1,705*	*16,415*	*155*	*16,570*	*Nil*	*Nil*	*Nil*
	1943-44	15,660	144	15,804	1,350	6	1,356	17,010	150	17,160	Nil	Nil	Nil
Nizam's State	*1942-43*	*12,944*	*234*	*13,178*	*588*	*4*	*592*	*13,532*	*238*	*13,770*	*16,037*	*21,078*	*76·1*
	1943-44	14,055	92	14,147	770	15	785	14,825	107	14,932	16,626	21,895	75·9
Oudh and Tirhut	*1942-43*	*53,404*	*2,200*	*55,604*	*17,509*	*187*	*17,696*	*70,913*	*2,387*	*73,300*	*60,275*	*82,318*	*73·0*
	1943-44	43,529	5,568	49,097	21,586	273	21,859	65,115	5,841	70,956	56,853	78,011	73·0
South Indian	*1942-43*	*57,495*	*654*	*58,149*	*2,081*	*4*	*2,085*	*59,576*	*658*	*60,234*	*47,862*	*65,165*	*73·4*
	1943-44	53,732	569	54,301	2,427	4	2,431	56,159	573	56,732	48,392	64,072	75·5
Total 3′ 3⅜″ Gauge	*1942-43*	**305,803*	**23,454*	*329,257*	**90,452*	**1,269*	*91,721*	**396,255*	**24,723*	*420,978*	*314,473*	*416,100*	*70·5*
	1943-44	296,427	45,718	342,145	99,119	1,575	100,694	395,546	47,293	442,839	338,506	484,556	69·9

		Total.	Total.	Total.	Total Main and Branch Lines. Loaded.	Total.	Percentage loaded of Total.
2′ 6″ & 2′ 0″ GAUGES.							
Bengal and Assam	*1942-43*	*717*	*209*	*926*	*Nil*	*Nil*	*Nil*
	1943-44	849	179	1,028	Nil	Nil	Nil
Bengal-Nagpur	*1942-43*	*13,540*	*9,243*	*22,783*	*10,522*	*17,391*	*60·5*
	1943-44	13,948	8,289	22,237	12,142	19,002	63·9
Bombay, Baroda and Central India.	*1942-43*	*159*	*2,253*	*2,412*	*88*	*144*	*61·1*
	1943-44	5	2,054	2,059	58	86	67·1
Great Indian Peninsula	*1942-43*	*144*	*2,237*	*2,381*	*82*	*144*	*57·1*
	1943-44	178	1,762	1,940	92	152	60·7
Mysore State	*1942-43*	*255*	*1,370*	*1,625*	*43*	*86*	*50·0*
	1943-44	86	1,483	1,569	55	99	55·6
North Western	*1942-43*	*2,358*	*5,538*	*7,896*	*4,536*	*7,695*	*59·0*
	1943-44	2,037	6,258	8,295	4,813	7,591	63·4
Total 2′ 6″ & 2′ 0″ Gauges.	*1942-43*	*17,173*	*20,350*	*38,023*	*15,271*	*25,460*	*60·0*
	1943-44	17,103	20,025	37,128	17,160	26,930	63·7
Total Class I Railways	*1942-43*	*1,293,766*	*196,224*	*1,489,990*	*2,020,395*	*2,833,231*	*69·8*
	1943-44	1,381,923	211,086	1,593,019	1,974,919	2,793,506	70·7

* Revised figures.

and Electric locomotives on ***Class I Railways*** *for the years 1942-43 and 1943-44. (In thousands)*—concld.

The Mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL)			Railway.
Branch Lines.			Goods PROPORTION OF MIXED		TOTAL.									
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18)	Total. (Cols. 13+16+19).	Percentage loaded of total	Passenger and total mixed.	Goods	Total. (Columns 23+24)	Passenger and total mixed.	Goods	Total. (Columns 26+27	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3⅜″ GAUGE—*concld.*
1,158	*2,036*	*56·9*	*7,801*	*10,022*	*33,160*	*43,777*	*75·7*	*38*	*237*	*275*	*1,141*	*784*	*1,925*	Jodhpur
531	913	58·0	7,835	10,160	26,226	34,398	76·0	50	448	498	1,138	576	1,714	
14,823	*21,584*	*68·7*	*6,194*	*8,448*	*67,470*	*97,958*	*68·9*	*689*	*1,485*	*2,174*	*482*	*6,705*	*7,187*	Madras and Southern Mahratta.
14,530	20,894	69·5	6,743	9,498	63,386	89,916	70·5	280	1,992	2,272	519	6,014	6,533	
12,649	*15,540*	*81·4*	*1,394*	*1,708*	*14,043*	*17,248*	*81·4*	*67*	*49*	*116*	*2,373*	*1,527*	*3,900*	Mysore State.
12,639	15,782	80·1	609	771	13,248	16,553	80·0	277	73	350	2,384	1,574	3,958	
56	*103*	*54·4*	*442*	*508*	*16,535*	*21,749*	*76·0*	*40*	*1,212*	*1,252*	*512*	*1,269*	*1,781*	Nizam's State.
87	163	53·2	479	667	17,192	22,725	75·7	63	1,195	1,258	196	1,328	1,524	
31,416	*41,645*	*75·4*	*6,597*	*9,943*	*98,238*	*133,966*	*73.4*	*1,415*	*11,145*	*12,560*	*5,799*	*3,910*	*9,709*	Oudh and Tirhut.
26,132	36,101	72·0	6,766	12,034	89,751	126,746	71·0	292	14,814	15,106	5,284	4,034	9,318	
13,954	*19,593*	*71·2*	*712*	*966*	*69,522*	*85,724*	*72·9*	*79*	*5 249*	*5,328*	*104*	*4 649*	*4,753*	South Indian.
13,928	18,749	74·3	1,513	1,952	63,833	84,773	75·3	30	6,723	6,758	143	4 432	4,575	
131,060	*178,375*	*73·5*	*46,751*	*65,813*	*492,284*	*690,291*	*71·3*	*2,631*	*49,234*	*51,865*	*12,714*	*26,990*	*39,704*	Total 3′ 3⅜″ Gauge.
117,442	162,407	72·3	48,994	70,824	504,942	717,787	70·3	1,243	71,383	72,626	11,983	28,157	40,140	
								Total			Total			
														2′ 6″ & 2′ 0″ GAUGES
			36	*81*	*36*	*81*	*43·9*		*Nil*			*3*		Bengal and Assam.
			19	47	19	47	40·2		Nil			2		
			5,282	*6,974*	*15,804*	*24,205*	*64·9*		*2,412*			*1,652*		Bengal-Nagpur.
			3,942	5,154	16,084	24,156	66·6		1,754			1,109		
			975	*1,537*	*1,063*	*1,681*	*63·2*		*140*			*267*		Bombay, Baroda and Central India.
			803	1,299	861	1,385	62·2		81			221		
			1,255	1,712	1,337	1,856	72·0		208			14		Great Indian Peninsula.
			1,230	1,624	1,322	1,776	74·4		215			16		
			667	*836*	*710*	*922*	*77·0*		*Nil*			*259*		Mysore State.
			587	715	642	814	78·9		Nil			255		
			1,605	*2,051*	*6,141*	*9,746*	*63·0*		*645*			*1,142*		North Western.
			1,068	1,509	5,881	8,900	66·1		456			1,143		
			9,820	*13,191*	*25,091*	*38,651*	*64·9*		*3,405*			*2,777*		Total 2′ 6″ and 2′ 0″ Gauge.
			7,649	10,148	24,809	37,078	66·9		2,506			2,746		
			82,350	*112,815*	*2,102,725*	*3,036,046*	*69·9*		*159,648*			*111,903*		Total Class I Railways.
			95,110	130,174	2,070,029	2,923,680	7 0·8		192,333			111,662		

20.—*Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on Class I Railways for the years 1942-43 and 1943-44.*

NOTE :—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal and Assam	*11·6*	9·50	*6·76*	5·23	*11·2*	9·31	*8·35*	7·94	*6·17*	5·15	*8·07*	7·65
Bengal Nagpur	*13·0*	12·6	*11·5*	11·1	*12·4*	12·0	*11·4*	11·1	*10·4*	10·1	*11·0*	10·7
Bombay, Baroda and Central India	*12·2*	11·9	*10·5*	10·8	*11·9*	11·7	*11·6*	11·4	*10·4*	10·7	*11·4*	11·2
East Indian	*10·1*	9·68	*8·73*	7·71	*10·0*	9·49	*9·12*	8·71	*7·63*	7·49	*8·81*	8·43
Great Indian Peninsula — Steam	*14·6*	13·6	*12·6*	11·7	*14·1*	13·1	*13·2*	12·3	*11·5*	10·7	*12·8*	11·8
Great Indian Peninsula — Electric	*15·3*	16·2	..	..	*15·3*	16·2	*14·0*	14·1	..	..	*14·0*	14·1
Madras and Southern Mahratta	*12·5*	11·6	*11·1*	10·1	*12·2*	11·3	*10·9*	10·2	*9·19*	8·60	*10·4*	9·71
Nizam's State	*12·9*	12·5	*13·0*	14·3	*12·9*	12·6	*11·5*	11·0	*12·4*	12·3	*11·5*	11·0
North Western	*11·8*	12·3	..	..	*11·8*	12·3	*9·45*	9·44	*9·86*	9·66	*9·54*	9·49
South Indian	..	..	..	..	..	..	*10·5*	10·5	*11·1*	11·4	*10·7*	10·7
Average for 5′ 6″ gauge — Steam	*	*	*	*	*	*	*10·5*	10·1	*10·1*	9·73	*10·4*	10·0
Average for 5′ 6″ gauge — Electric	*15·3*	16·2	..	..	*15·3*	16·2	*14·0*	14·1	..	..	*14·0*	14·1
3′ 3 3/8″ GAUGE.												
Bengal and Assam	*11·4*	10·1	*8·52*	8·63	*10·7*	9·89	*10·1*	9·23	*8·30*	8·61	*9·84*	9·16
Bikaner State	..	..	..	..	..	..	*11·5*	11·3	*11·0*	9·20	*11·5*	11·3
Bombay Baroda and Central India	*11·3*	11·7	*12·0*	12·1	*11·6*	11·9	*10·8*	11·1	*10·7*	10·8	*10·8*	11·0
Jodhpur	*11·1*	13·4	*9·13*	6·63	*10·0*	10·7	*8·38*	8·61	*8·20*	7·12	*8·36*	8·50
Madras and Southern Mahratta	*11·2*	10·8	*10·9*	10·9	*11·1*	10·8	*10·3*	9·91	*10·3*	10·2	*10·3*	10·0
Mysore State	..	..	..	..	..	..	*6·31*	6·55	††	††	*6·31*	6·55
Nizam's State	*12·2*	12·1	*11·3*	11·4	*12·2*	12·1	*10·5*	10·4	*8·03*	7·61	*10·5*	10·3
Oudh and Tirhut	*7·62*	9·56	*8·56*	8·57	*8·09*	9·36	*10·0*	8·97	*10·0*	8·88	*10·0*	8·96
South Indian†	..	..	..	..	..	..	*11·4*	11·8	*11·1*	10·6	*11·3*	11·4
Average for 3′ 3 3/8″ gauge	*	*	*	*	*	*	*11·1*	10·3	*9·00*	9·19	§*10·4*	10·3

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1942-43.	1943-44.
Bengal and Assam	*Nil*	*Nil*
Bengal Nagpur	*8·60*	8·60
Bombay, Baroda and Central India	*10·7*	10·2
Great Indian Peninsula	*12·8*	11·8
Mysore State	*4·78*	5·91
North Western	*8·19*	8·22
Average for 2′6″ and 2′0″ gauges	*8·55*	8·52

* Information not available.
† Includes figures for Electric services.
†† Included in main-line.
§ Revised.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1942-43 and 1943-44.*

NOTE.—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE												
Bengal and Assam	*10·6*	13·0	*2·16*	1·86	*2·19*	1·03	*64·5*	70·9	*7·49*	9·90	*8·02*	10·6
Bengal Nagpur	*7·14*	7·26	*2·01*	2·25	*2·55*	2·76	*45·5*	48·3	*10·7*	10·9	*13·2*	13·0
Bombay, Baroda and Central India	*6·28*	6·64	*3·88*	3·28	*3·95*	3·35	*35·3*	33·5	*5·21*	4·90	*5·42*	5·0
East Indian	*6·51*	8·13	*7·45*	4·37	*8·61*	4·78	*37·1*	40·5	*9·74*	11·1	*10·5*	11·9
Great Indian Peninsula	*6·96*	6·40	*1·74*	2·79	*2·75*	3·2	*28·0*	32·9	*6·21*	*7·11*	*7·59**	8·39
Madras and Southern Mahratta	*5·47*	6·02	*4·96*	3·89	*5·21*	3·97	*31·5*	32·0	*12·5*	12·0	*12·8*	12·6
Nizam's State	*9·33*	10·2	*5·15*	4·09	*6·03*	4·65	*33·6*	34·4	*12·6*	10·3	*13·9*	11·2
North Western	*8·37*	9·84	*1·51*	1·43	*1·83*	1·78	*39·3*	39·2	*8·69*	8·17	*9·98*	9·18
South Indian	*4·06*	4·17	*1·02*	0·95	*1·54*	1·01	*33·3*	33·9	*9·21*	9·39	*10·7*	9·73
Average for 5′ 6″ gauge	*7·50*	8·26	*3·44*	2·75	*4·06*	3·10	*37·2*	39·7	*8·79*	9·25	*10·0*	10·3
3′ 3-3/8″ GAUGE.												
Bengal and Assam	*11·1*	10·1	*2·23*	2·87	*2·53*	3·20	*50·0*	48·8	*6·34*	6·59	*7·53*	7·57
Bikaner State	*8·68*	9·92	*0·62*	0·72	*1·72*	1·73	*15·5*	18·2	*1·35*	2·35	*4·05*	3·42
Bombay, Baroda and Central India	*7·47*	7·90	*1·27*	1·51	*1·46*	1·65	*28·2*	28·1	*1·56*	1·72	*2·16*	2·49
Jodhpur	*10·2*	9·88	*1·13*	0·54	*2·00*	1·18	*29·6*	32·5	*4·41*	3·03	*5·08*	3·47
Madras and Southern Mahratta	*4·47*	5·01	*1·20*	1·05	*1·37*	1·29	*20·1*	21·7	*5·48*	4·63	*6·69*	5·30
Mysore State	*12·2*	13·4	*0·33*	0·49	*2·12*	1·55	*27·0*	27·1	*1·49*	1·25	*1·61*	1·25
Nizam's State	*5·84*	7·13	*2·22*	2·46	*2·27*	2·48	*30·0*	28·4	*7·05*	6·71	*7·27*	6·85
Oudh and Tirhut	*5·68*	11·6	*1·86*	1·94	*2·90*	2·50	*55·8*	57·1	*3·18*	3·59	*4·27*	4·27
South Indian	*4·79*	5·01	*0·62*	0·31	*0·73*	0·35	*31·3*	31·4	*2·11*	1·20	*2·20*	1·20
Average for 3′ 3-3/8″ gauge	*7·35*	7·71	*1·44*	1·64	*1·91*	1·98	*36·0*	37·6	*3·77*	3·83	*4·66*	4·49

†Other engine miles per 100 train miles.

Year.	*1942-43.*	1943-44.
2′ 6″ AND 2′ 0″ GAUGES.		
Bengal and Assam	*7·33*	5·64
Bengal Nagpur	*33·0*	31·2
Bombay, Baroda and Central India	*17·3*	24·3
Great Indian Peninsula	*10·4*	12·2
Mysore State	*12·3*	16·0
North Western	*31·8*	28·9
Average for 2′ 6″ and 2′ 0″ gauges	*27·9*	27·8

*Revised figure.

†"Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage on Class I

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal and Assam	*1942-43*	*312*	*299*	*50*	*240*	*1*	*Nil*	*102*	*6*	*49*
	1943-44	312	305	52	253	3	Nil	96	6	55
Bengal Nagpur	*1942-43*	*739*	*620*	*87*	*533*	*1*	*Nil*	*85*	*7*	*268*
	1943-44	739	634	85	549	Nil	Nil	85	8	281
Bombay, Baroda and Central India.	*1942-43*	*371*	*‡358*	*91*	*265*	*Nil*	*Nil*	*41*	*12*	*100*
	1943-44	371	**348	103	244	7	Nil	38	11	106
East Indian	*1942-43*	*1,613*	*‡‡1,598*	*214*	*1,384*	*14*	*Nil*	*262*	*27*	*506*
	1943-44	1,611	‡‡1,576	205	1,371	1	Nil	248	28	490
Great Indian Peninsula. Steam	*1942-43*	*††654*	*††694*	*146*	*††548*	*2*	*Nil*	*89*	*12*	*245*
	1943-44	*651	*699	132	*560	1	Nil	93	11	244
Great Indian Peninsula. † Electric	*1942-43*	*66*	*66*	*13*	*53*	*Nil*	*Nil*	*20*	*Nil*	*24*
	1943-44	66	66	11	55	2	Nil	22	Nil	22
Madras and Southern Mahratta.	*1942-43*	*297*	*296*	*52*	*244*	*6*	*1*	*74*	*7*	*80*
	1943-44	297	302	46	256	9	Nil	71	7	87
Nizam's State	*1942-43*	*85*	*83*	*10*	*73*	*7*	*3*	*13*	*8*	*26*
	1943-44	85	84	11	73	10	1	15	7	23
North Western	*1942-43*	*1,168*	*1,157*	*190*	*967*	*81*	*1*	*168*	*87*	*314*
	1943-44	1,170	1,147	191	956	43	27	161	81	320
South Indian	*1942-43*	*152*	*§145*	*20*	*125*	*3*	*Nil*	*34*	*5*	*41*
	1943-44	152	§145	20	125	6	Nil	28	8	39
Total 5′ 6″ Gauge. Steam	*1942-43*	*5,391*	*5,241*	*860*	*4,379*	..	..	*869*	*171*	*1,629*
	1943-44	5,391	5,240	852	4,387	..	..	835	167	1,645
Total 5′ 6″ Gauge. † Electric	*1942-43*	*66*	*66*	*13*	*53*	..	..	*20*	*Nil*	*24*
	1943-44	66	66	11	55	..	..	22	Nil	22
2′ 3⅜″ Gauge.										
Bengal and Assam	*1942-43*	*427*	*451*	*58*	*393*	*9*	*Nil*	*84*	*71*	*86*
	1943-44	427	582	101	481	Nil	Nil	102	67	124
Bikaner State	*1942-43*	*56*	*56*	*12*	*42*	*5*	*Nil*	*1*	*22*	*2*
	1943-44	55	51	10	41	11	4	Nil	19	2
Bombay, Baroda and Central India.	*1942-43*	*490*	*356*	*73*	*323*	*7*	*Nil*	*60*	*18*	*122*
	1943-44	490	355	54	301	1	Nil	50	19	118

* This includes 7 engines exclusively used by Mechanical Department but excludes 8 Foreign Railway engines utilised by the Military operating unit under training.

† Excluding Electric Multiple Unit Suburban Trains.

§ Includes one engine employed in workshop shunting.

** Includes one Diesel Electric & 2 Battery Locomotives.

‡ Includes one Diesel Electric, 2 Battery Locomotives and two average number of engines lent to foreign Railways and other Departments.

‡‡ Includes engines taken on loan from Foreign Railways and excludes those on loan to Foreign Railways.

Railways for the years 1942-43 and 1943-44.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including Siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" GAUGE.
16	*51*	*224*	*16*	*238*	*138*	*121*	*92*	*116*	*90*	*7,445*	*11,288*	*11·9*	B. & A.
19	57	238	19	273	133	133	86	112	86	9,301	14,451	12·2	
87	*92*	*479*	*53*	*503*	*(a)172*	*(a)90*	*(d)111*	*(a)124*	*(a)96*	*21,801*	*30,173*	*(a)13·4*	B. N.
30	91	495	54	524	(b)168	(a)72	(c)106	(b)118	(b)92	21,396	29,561	(b)12·9	
15	*57*	*225*	*40*	*268*	*184*	*87*	*105*	*107*	*67*	*16,048*	*25,537*	*9·16*	B., B. & C. I.
13	59	227	15	245	183	96	103	105	69	15,443	25,325	10·6	
103	*239*	*1,138*	*192*	*1,245*	*134*	*92*	*82*	*90*	*67*	*17,445*	*25,697*	*8·88*	E. I.
101	310	1,177	194	1,237	125	90	79	87	65	18,305	27,155	9·07	
††43	*122*	††511	*37*	*546*	*228*	*96*	*126*	*133*	*93*	¶*21,623*	¶*31,885*	*12·5*	Steam. G.I.P.
*51	127	*526	34	551	224	114	115	125	94	¶20,083	¶29,448	12·3	
2	*2*	*48*	*5*	*49*	*214*	*Nil*	*152*	*179*	*130*	¶*36,386*	¶*53,440*	*12·4*	Elec.†
2	4	50	4	52	230	Nil	143	181	137	¶33,936	¶49,898	13·0	
16	*32*	*209*	*31*	*220*	*149*	*92*	*111*	*120*	*85*	*22,761*	*33,277*	*10·9*	M. & S. M.
19	37	221	32	235	154	89	100	113	84	19,464	28,630	11·1	
‖3	‖9	*64*	*5*	*70*	*154*	*157*	*112*	*119*	*92*	*22,118*	*35,239*	*11·9*	N. S.
8	9	62	6	70	146	173	114	120	89	21,666	35,573	11·5	
38	*152*	*789*	*151*	*843*	*161*	*153*	*86*	*106*	*72*	*14,449*	*22,731*	*9·22*	N. W.
32	170	773	147	833	156	170	82	105	71	14,692	23,124	9·17	
9	*9*	*93*	*27*	*115*	*144*	*111*	*114*	*121*	*81*	*12,084*	*20,262*	*9·54*	S. I.
6	7	88	34	99	158	115	117	128	77	11,397	20,734	9·15	
‖*275*	‖*843*	*3,787*	*552*	..	*153*	*128*	*99*	*109*	*79*	*17,749*	*26,539*		Steam. Total 5' 6" Gauge.
279	876	3,802	535	..	154	137	94	105	77	17,397	26,208		
2	*2*	*48*	*5*	..	*214*	*Nil*	*152*	*179*	*130*	*36,386*	*53,440*		Elec.†
2	4	50	4	..	230	Nil	143	181	137	33,936	49,898		
													3' 3½" GAUGE.
29	*70*	*340*	*49*	*373*	*107*	*98*	*100*	*97*	*73*	*4,227*	*6,511*	*10·3*	B. & A.
32	109	434	47	529	99	102	100	94	71	5,745	8,716	11·4	
Nil	*5*	*30*	*10*	*39*	*204*	*103*	*112*	*104*	*57*	*4,924*	*8,764*	*8·32*	Bk. S.
Nil	4	25	10	31	Nil	101	101	96	47	5,170	10,611	6·73	
18	*51*	*269*	*50*	*297*	*120*	*103*	*95*	*96*	*71*	*8,769*	*14,251*	*8·81*	B., B. & C. I.
16	52	255	46	284	117	108	95	94	67	9,502	14,349	8·94	

¶ Locomotive days of Shunting engines are charged wholly to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

†† Includes 7 engines exclusively used by mechanical department and 2 engines (average for the year) utilised by the military operating unit under training.

(*a*) Inclusive of miles and hours of B. N. Railway Engines working M. & S. M. Railway trains.

(*b*) Inclusive of miles and hours of B. N. Railway Engines working M. & S. M. Railway trains and hauling E. I. Railway diverted trains.

(*c*) Inclusive of miles and hours of B. N. Railway Engines hauling E. I. Railway diverted trains.

‖ Revised figure.

22.—Statement of Engine Usage on Class I

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" Gauge—*concld.*										
Jodhpur	*1942-43*	*105*	*94*	*8*	*86*	*Nil*	*Nil*	*11*	*23*	*23*
	1943-44	105	89	11	78	Nil	Nil	10	21	17
Madras and Southern Mahratta.	*1942-43*	*305*	*290*	*37*	*253*	*24*	*5*	*54*	*20*	*82*
	1943-44	305	277	38	239	20	3	48	20	89
Mysore State	*1942-43*	*78*	*86*	*16*	*70*	*Nil*	*Nil*	*24*	*6*	*20*
	1943-44	78	86	14	64	4	4	25	4	19
Nizam's State	*1942-43*	*87*	*70*	*7*	*63*	*13*	*9*	*16*	*3*	*15*
	1943-44	87	67	6	61	14	6	16	3	16
Oudh and Tirhut	*1942-43*	*439*	*424*	*40*	*384*	*20*	*1*	*73*	*56*	*97*
	1943-44	439	416	42	374	10	1	54	71	99
South Indian	*1942-43*	*401*	*‡338*	*37*	*301*	*92*	*5*	*87*	*10*	*71*
	1943-44	401	‡324	28	296	56	40	66	11	67
Total 3' 3½" Gauge	*1942-43*	*2,338*	*2,205*	*288*	*1,915*	..	..	*410*	*229*	*528*
	1943-44	2,387	2,247	304	1,935	..	..	371	235	551
2' 6" and 2' 0" Gauges.										
Bengal and Assam	*1942-43*	*9*	*9*	*2*	*7*	*1*	*Nil*	*5*	*1*	*Nil*
	1943-44	9	9	2	7	1	Nil	4	1	Nil
Bengal Nagpur	*1942-43*	*116*	*109*	*17*	*92*	*3*	*Nil*	*21*	*19*	*25*
	1943-44	116	109	19	90	2	Nil	19	21	27
Bombay, Baroda and Central India.	*1942-43*	*(a)21*	*24*	*6*	*18*	*Nil*	*Nil*	*1*	*10*	*1*
	1943-44	21	20	6	14	Nil	Nil	Nil	9	1
Great Indian Peninsula	*1942-43*	*22*	*18*	*5*	*13*	*2*	*Nil*	*1*	*7*	*Nil*
	1943-44	22	19	4	15	5	2	1	7	Nil
Mysore State	*1942-43*	*18*	*18*	*7*	*11*	*Nil*	*Nil*	*1*	*5*	*1*
	1943-44	18	18	2	7	4	4	1	4	Nil
North Western	*1942-43*	*100*	*100*	*18*	*82*	*13*	*5*	*6*	*12*	*24*
	1943-44	100	98	24	74	9	3	6	12	24
Total 2' 6" and 2' 0" Gauges	*1942-43*	*286*	*278*	*55*	*223*	..	..	*35*	*54*	*51*
	1943-44	286	273	57	207	..	..	31	54	52

‡ Includes 2 Engines employed in workshop Shunting.
† Revised figures.
(a) Excluding Broach-Jambusar railway engines.

Railways for the years 1942-43 and 1943-44—concld.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3′ 3⅜″ GAUGE —*concld.*
4	*12*	*73*	*13*	*87*	*112*	*127*	*84*	*97*	*76*	*10,140*	*13,934*	*11·4*	Jodhpur.
4	12	64	14	76	103	141	82	100	71	9,125	13,966	10·9	
13	*29*	*208*	*34*	*233*	*147*	*101*	*109*	*114*	*82*	*8,203*	*11,578*	*9·74*	M. & S. M.
11	31	199	33	212	150	120	106	112	81	7,514	10,973	10·1	
2	*8*	*60*	*10*	*60*	*132*	*101*	*102*	*113*	*79*	*7,603*	*11,598*	*9·14*	Mysore State.
1	7	56	8	59	128	116	110	121	79	8,525	10,970	10·2	
†*4*	†*8*	*46*	*6*	*51*	*168*	*100*	*116*	*123*	*81*	*9,811*	*17,575*	*9·03*	N. S.
5	8	48	4	54	167	106	116	122	87	10,742	17,802	9·72	
†*30*	†*53*	*309*	*73*	*350*	*102*	*86*	*109*	*105*	*79*	*7,525*	*11,912*	*10·2*	O. & T.
29	57	310	64	334	160	89	107	107	83	7,194	11,205	9·63	
16	*18*	*202*	*67*	*247*	*114*	*69*	*100*	*102*	*61*	*7,043*	*13,458*	*6·99*	S. I.
18	17	179	70	201	115	73	97	100	55	6,759	14,318	6·35	
†*116*	†*254*	*1,537*	*312*	..	*123*	*99*	*102*	*103*	*73*	*7,231*	*11,572*	...	TOTAL 3′ 3⅜″ GAUGE.
116	297	1,570	236	..	125	103	101	102	72	7,374	11,652	..	
													2′ 6″ & 2′ 0″ GAUGES.
Nil	*Nil*	*6*	*1*	*7*	*51*	*69*	*Nil*	*55*	*33*	*422*	*695*	*7·51*	B. & A.
Nil	Nil	5	2	7	53	70	Nil	55	33	655	1,074	6·04	
4	*10*	*79*	*12*	*87*	*94*	*101*	*90*	*98*	*71*	*2,969*	*4,492*	*10·8*	B. N.
3	10	80	10	90	100	85	84	93	69	2,603	4,231	10·9	
Nil	*Nil*	*12*	*6*	*19*	*52*	*76*	*92*	*80*	*38*	*1,257*	*2,765*	*7·69*	B. B. & C. I.
1	Nil	11	3	13	47	70	71	68	36	1,438	3,235	8·27	
Nil	*1*	*9*	*3*	*13*	*55*	*100*	*Nil*	*93*	*47*	*1,923*	*3,846*	*6·55*	G. I. P.
Nil	1	9	3	12	35	68	Nil	66	31	1,934	3,868	4·41	
Nil	*Nil*	*7*	*5*	*7*	*151*	*73*	*66*	*87*	*34*	*1,207*	*3,547*	*5·45*	Mysore State.
Nil	Nil	5	2	4	11	107	Nil	101	28	1,040	3,416	7·46	
2	*6*	*50*	*23*	*68*	*86*	*95*	*75*	*82*	*41*	*1,036*	*2,206*	*6·57*	N. W.
2	6	50	18	60	79	96	70	78	40	1,096	2,374	6·89	
6	*17*	*163*	*50*	..	*86*	*92*	*82*	*89*	*52*	*1,869*	*3,461*	..	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
6	17	160	38	..	84	83	77	84	49	1,889	3,463	..	

23.—*Statement of Loads of Trains of Class I Railways for the years 1942-43 and 1943-44.*

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of Mixed.	Goods trains.						Goods and Proportion of Mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal and Assam	*1942-43*	*17*	*415*	*29*	*42*	*70·5*	*19*	*28*	*67·2*	*239*	*706*	*621*
	1943-44	21	477	32	46	68·7	22	34	65·8	326	828	742
Bengal Nagpur	*1942-43*	*20*	*476*	*29*	*41*	*71·5*	*23*	*40*	*59·3*	*449*	*947*	*834*
	1943-44	23	527	29	40	71·9	23	40	57·7	451	948	835
Bombay, Baroda and Central India.	*1942-43*	*23*	*523*	*35*	*46*	*76·1*	*21*	*35*	*60·0*	*416*	*969*	*874*
	1943-44	25	560	30	42	71·4	20	31	64·5	390	968	814
East Indian	*1942-43*	*19*	*457*	*35*	*53*	*66·7*	*21*	*36*	*59·2*	*529*	*1,121*	*1,015*
	1943-44	22	489	37	52	71·5	23	37	60·8	587	1171	1,067
Great Indian Peninsula. Steam	*1942-43*	*20*	*520*	*29*	*41*	*70·7*	*21*	*33*	*64·1*	*415*	*913*	*794*
	1943-44	23	579	32	42	74·6	22	33	66·1	442	960	840
Great Indian Peninsula. Electric	*1942-43*	*22*	*600*	*32*	*41*	*78·4*	*Nil*	*Nil*	*Nil*	*446*	*987*	*846*
	1943-44	23	614	35	43	80·1	Nil	Nil	Nil	479	1051	909
Madras and Southern Mahratta.	*1942-43*	*17*	*461*	*37*	*53*	*70·2*	*23*	*34*	*30·7*	*475*	*1,072*	*949*
	1943-44	19	497	36	50	71·6	27	32	82·7	452	1,018	898
Nizam's State	*1942-43*	*20*	*506*	*32*	*46*	*69·8*	*19*	*37*	*51·0*	*451*	*983*	*857*
	1943-44	20	521	32	46	70·0	15	30	49·6	428	958	827
North Western	*1942-43*	*21*	*437*	*37*	*50*	*74·6*	*18*	*25*	*71·5*	*425*	*863*	*772*
	1943-44	22	466	36	49	73·5	17	25	68·9	431	869	773
South Indian	*1942-43*	*15*	*358*	*26*	*32*	*82·0*	*22*	*29*	*76·3*	*288*	*704*	*611*
	1943-44	16	396	26	31	85·2	20	27	76·5	276	676	587
Average for 5′ 6″ gauge. Steam	*1942-43*	*20*	*463*	*33*	*47*	*70·7*	*22*	*34*	*63·2*	*448*	*976*	*860*
	1943-44	22	504	34	46	72·5	22	34	63·2	467	993	877
Average for 5′ 6″ gauge. Electric	*1942-43*	*22*	*600*	*32*	*41*	*78·4*	*Nil*	*Nil*	*Nil*	*446*	*987*	*846*
	1943-44	23	614	35	43	80·1	Nil	Nil	Nil	479	1,051	909
3′ 3-½″ Gauge.												
Bengal and Assam	*1942-43*	*24*	*331*	*25*	*38*	*66·5*	*11*	*16*	*65·5*	*110*	*342*	*280*
	1943-44	28	359	28	43	64·9	9	16	60·5	156	414	353
Bikaner State	*1942-43*	*19*	*305*	*15*	*21*	*59·6*	*6*	*15*	*44·4*	*108*	*299*	*225*
	1943-44	21	362	19	30	64·1	12	21	58·4	133	339	268
Bombay, Baroda and Central India.	*1942-43*	*20*	*272*	*28*	*41*	*68·3*	*28*	*38*	*73·7*	*211*	*465*	*411*
	1943-44	20	287	25	37	67·6	25	34	73·5	216	452	399

23.—*Statement of Loads of Trains of Class I Railways for the years 1942-43 and 1943-44*—concld.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of Mixed.	Goods trains.						Goods and Proportion of Mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3-⅜″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Jodhpur	*1942-43*	*23*	*311*	*41*	*54*	*75·9*	*17*	*29*	*58·6*	*216*	*472*	*421*
	1943-44	25	338	39	51	76·5	18	31	58·1	216	460	410
Madras and Southern Mahratta.	*1942-43*	*16*	*233*	*20*	*30*	*68·4*	*15*	*22*	*68·7*	*147*	*379*	*314*
	1943-44	17	248	20	28	70·8	15	21	69·5	143	368	305
Mysore State	*1942-43*	*13*	*235*	*18*	*22*	*81·4*	*	*	*	*135*	*360*	*281*
	1943-44	14	255	17	22	80·1	*	*	*	121	345	267
Nizam's State	*1942-43*	*14*	*227*	*29*	*38*	*76·1*	*11*	*21*	*54·4*	*234*	*524*	*453*
	1943-44	15	244	28	37	75·9	11	21	53·2	229	516	445
Oudh and Tirhut	*1942-43*	*18*	*†236*	*31*	*42*	*73·8*	*23*	*30*	*76·6*	*182*	*406*	*355*
	1943-44	18	240	27	38	71·0	19	27	70·3	172	384	333
South Indian	*1942-43*	*16*	*214*	*31*	*43*	*73·4*	*21*	*29*	*71·2*	*191*	*473*	*410*
	1943-44	20	270	34	45	75·5	22	30	74·3	210	499	438
Average for 3′ 3½″ gauge	*1942-43*	*18*	*261*	*26*	*37*	*70·5*	*24*	*33*	*73·5*	*169*	*413*	*352*
	1943-44	21	288	26	37	69·9	23	31	72·3	176	419	359
2′ 6″ and 2′ 0″ Gauges.												
Bengal and Assam	*1942-43*									*10*	*55*	*43*
	1943-44									16	63	51
Bengal Nagpur	*1942-43*									70	*216*	*166*
	1943-44									70	215	166
Bombay, Baroda and Central India.	*1942-43*									*47*	*125*	*99*
	1943-44									56	142	110
Great Indian Peninsula	*1942-43*									*52*	*161*	*113*
	1943-44									67	190	142
Mysore State	*1942-43*									*52*	*157*	*107*
	1943-44									59	148	100
North Western	*1942-43*									*39*	*153*	*104*
	1943-44									42	154	105
Average for 2′ 6″ and 2′ 0″ gauges.	*1942-43*									*56*	*185*	*135*
	1943-44									59	189	139

*Figures for Branch lines are included under "Main lines".

†Revised.

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1942-43 and 1943-44.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger carriages. In units.	In terms of 4-wheelers.	Other coaching vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 6″ GAUGE.																		
Bengal and Assam	*1942-43*	*738*	*433*	*706*	*1,381*	*337*	*364*	*124*	*7,971*	*8,568*	*8,732*	*7,584*	*20·9*	*16·1*	*10·4*	*8·68*	*21·3*	*137*
	1943-44	737	434	704	1,373	335	362	123	7,971	8,626	8,790	9,425	20·8	16·3	10·8	11·0	20·0	153
Bengal Nagpur	*1942-43*	*797*	*396*	*804*	*1,586*	*246*	*341*	*125*	*22,814*	*23,132*	*24,891*	*22,513*	*21·3*	*20·0*	*14·1*	*16·7*	*42·3*	*477*
	1943-44	797	395	766	1,508	248	340	135	22,417	23,423	25,211	23,222	21·0	19·8	14·3	17·0	33·3	412
Bombay, Baroda and Central India.	*1942-43*	*579*	*322*	*559*	*1,099*	*236*	*259*	‡*121*	*9,695*	*9,796*	*10,056*	*6,136*	*21·5*	*13·9*	*10·4*	*13·0*	*66·5*	*653*
	1943-44	585	323	564	1,110	235	258	116	9,622	9,811	10,092	5,423	Nil	13·9	10·0	13·6	75·3	751
East Indian	*1942-43*	*2,063*	*1,014*	*2,416*	*4,536*	*603*	*765*	*109*	*50,537*	*49,721*	*50,253*	*46,752*	*21·1*	*16·6*	*10·5*	*16·2*	*39·3*	*422*
	1943-44	2,086	1,015	2,421	4,550	534	748	107	50,525	49,755	50,292	50,413	21·2	16·7	11·0	17·2	33·3	405
Great Indian Peninsula.	*1942-43*	*1,051*	*673*	*1,064*	*2,149*	*472*	*555*	*159*	*16,758*	*16,855*	*18,221*	*20,604*	*21·0*	*17·0*	*15·5*	*15·5*	*57·3*	*631*
	1943-44	1,035	666	1,052	2,125	467	544	173	16,756	16,954	18,324	18,763	20·1	16·7	15·0	15·3	55·2	630
Madras and Southern Mahratta	*1942-43*	*544*	*296*	*544*	*1,067*	*208*	*224*	*120*	*5,807*	*6,048*	*6,134*	*6,365*	*20·6*	*15·5*	*8·05*	*14·1*	‡*55·5*	‡*573*
	1943-44	547	287	554	1,089	206	220	126	5,813	6,139	6,225	6,524	21·0	15·4	8·56	13·9	50·3	523
Nizam's State	*1942-43*	*119*	*64*	*120*	*222*	*48*	*51*	*171*	*2,074*	*2,233*	*2,236*	*2,410*	*20·2*	*17·0*	*11·0*	*15·6*	*47·7*	*524*
	1943-44	116	62	120	222	48	51	182	2,091	2,233	2,223	2,253	20·4	17·2	10·9	15·0	50·0	531
North Western	*1942-43*	*2,192*	*1,248*	*2,176*	*4,244*	*894*	*930*	*119*	*27,575*	*28,609*	*29,503*	*23,911*	*18·5*	*16·5*	*9·57*	*13·7*	*34·1*	*353*
	1943-44	2,180	1,332	2,174	4,242	827	879	122	27,744	28,804	29,710	23,189	18·6	16·7	9·47	14·3	37·4	407
South Indian	*1942-43*	*315*	*128*	*310*	*626*	*112*	*129*	*92*	*2,325*	*2,378*	*2,390*	*2,333*	*20·4*	*14·6*	*9·41*	*11·5*	*48·5*	*459*
	1943-44	315	128	306	617	123	145	95	2,324	2,311	2,323	2,453	19·2	15·3	9·55	11·1	45·8	434
Total 5′ 6″ Gauge and average.	*1942-43*	*8,398*	*4,574*	*8,699*	*16,910*	*3,131*	*3,618*	*121*	*145,557*	*147,343*	*152,424*	§*144,638*				*15·0*	*42·5*	*451*
	1943-44	8,398	4,642	8,661	16,836	3,083	3,547	126	145,263	148,056	153,200	§144,666				15·3	39·7	445
2′ 3⅜″ GAUGE.																		
Bengal and Assam	*1942-43*	*1,355*	*723*	*1,377*	*2,636*	*492*	*484*	*84*	*10,527*	*9,652*	*11,905*	*13,163*	*10·5*	*9·65*	*6·88*	*5·14*	*22·9*	*83*
	1943-44	1,355	723	1,367	2,617	461	482	95	10,527	9,656	11,908	17,254	11·1	9·95	7·59	6·34	23·7	124
Bikaner State	*1942-43*	*140*	*56*	*140*	*230*	*56*	*59*	*97*	*1,267*	‡*1,113*	‡*1,325*	*1,382*	*11·3*	*11·7*	*6·75*	*6·95*	*25·5*	*111*
	1943-44	157	56	130	218	56	59	93	1,248	1,183	1,395	1,591	11·5	11·0	5·23	7·27	19·2	90
Bombay, Baroda & Central India.	*1942-43*	*1,349*	*350*	*957*	*1,886*	*172*	*207*	‡*80*	*8,522*	*7,499*	*8,656*	*7,136*	*9·62*	*9·61*	*6·84*	*7·70*	*60·9*	*339*
	1943-44	1,323	376	807	1,701	166	204	78	8,492	7,672	8,770	5,369	9·60	9·80	6·74	8·76	71·2	443

* Does not include electric multiple unit suburban service stock.
‡ Revised Figure.

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1942--43 and 1943-44*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK: Average authorised stock (in units).		COACHING STOCK: Average number on line. Passenger Carriages.		COACHING STOCK: Average number on line. Other Coaching Vehicles.		COACHING STOCK: Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK: Average authorised stock (in units).	GOODS STOCK: Average number of wagons owned.		GOODS STOCK: Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
		Passenger Carriages.	Other coaching vehicles.	In units.	In terms of 4 wheelers.	In units.	In terms of 4-wheeler.			In units.	In terms of 4-wheelers.		Coal and Coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3⅜" GAUGE—*concld.*																		
Jodhpur	*1942-43*	*277*	*111*	*275*	*479*	*37*	*45*	*107*	*2,765*	*2,339*	*2,569*	*2,352*	*10·5*	*10·3*	*5·63*	*6·94*	*48·5*	*258*
	1943-44	275	111	271	471	37	45	109	2,751	2,320	2,601	2,036	10·1	9·33	5·84	7.32	43·6	258
Madras and Southern Mahratta.	*1942-43*	*659*	*183*	*658*	*1,158*	*143*	*159*	‡*103*	*6,395*	*5,651*	*5,993*	*5,678*	*12·0*	*10·2*	*6·08*	*8·08*	*43·4*	*261*
	1943-44	667	181	660	1,158	99	107	109	6,399	5,715	6,056	5,643	11·0	10·4	6·20	7·99	42·6	245
Mysore State.	*1942-43*	*240*	*78*	*240*	*444*	*78*	*84*	*103*	*1,494*	*1,494*	*1,574*	*1,510*	*10·3*	*8·61*	*5·41*	*7·80*	*26·0*	*162*
	1943-44	246	79	246	446	79	89	106	1,522	1,522	1,609	1,553	9·51	9·24	5·99	7·23	20·0	117
Nizam's State.	*1942-43*	*126*	*61*	*123*	*216*	*16*	*16*	*160*	*1,318*	*1,162*	*1,168*	*1,173*	*10·1*	*10·5*	*5·84*	*8·55*	*50·3*	*339*
	1943-44	126	61	123	216	22	22	170	1,323	1,164	1,170	1,224	10·1	9·81	5·79	8·67	50·3	333
Oudh & Tirhut.	*1942-43*	*1,361*	*455*	*1,406*	*2,169*	*120*	*123*	*87*	*12,519*	*13,447*	*13,640*	*14,191*	*10·5*	*10·6*	*8·09*	*7·26*	*24·8*	*139*
	1943-44	1,358	452	1,426	2,130	116	118	78	12,013	13,288	14,231	16,322	10·5	10·0	6·49	7·76	19·6	116
South Indian	*1942-43*	*1,203*	*213*	*1,097*	*2,194*	*121*	*215*	*68*	*5,162*	*5,167*	*7,290*	*6,035*	*8·67*	*8·96*	*6·21*	*6·95*	*38·0*	*197*
	1943-44	1,185	243	1,021	2,042	146	252	67	5,158	5,166	7,288	5,850	9.04	9.00	5.66	7·11	38.6	212
Total 3'3⅜" Gauge and Average.	*1942-43*	*6,740*	*2,230*	*6,283*	*11,352*	*1,215*	*1,492*	*85*	*49,969*	‡*47,524*	‡*54,126*	*52,626*				*7·13*	*34·7*	*182*
	1943-44	6,712	2,282	6,041	10,999	1,182	1,378	88	49,433	*47,626*	55,028	§56,902				7·55	33.0	181
2'6" & 2'0" GAUGES.																		
Bengal and Assam	*1942-43*	*47*	*Nil*	*52*	*74*	*Nil*	*Nil*	*33*	*25*	*24*	*24*	*23*				*2·24*	*5·56*	*3*
	1943-44	47	Nil	52	74	Nil	Nil	37	25	24	24	23				3.48	3.61	8
Bengal Nagpur	*1942-43*	*385*	*62*	*322*	*641*	*39*	*79*	*83*	*1,949*	*1,940*	*3,842*	*3,586*				*4·17*	*18·5*	*50*
	1943-44	380	78	322	640	43	86	80	1,936	1,936	3,834	3,590				4·07	18.2	50
Bombay, Baroda and Central India.	*1942-43*	*53*	*1*	*64*	*129*	*1*	*2*	†	*247*	*232*	*468*	*468*				*4·75*	*9·79*	*30*
	1943-44	53	1	55	111	1	2	†	247	242	398	398				5.50	9.49	33
Great Indian Peninsula.	*1942-43*	*48*	*5*	*44*	*88*	*2*	*2*	*77*	*201*	*179*	*353*	*353*				*4·20*	*14·3*	*44*
	1943-44	48	5	44	88	2	2	62	200	179	353	353				4·23	13·6	44
Mysore State	*1942-43*	*32*	*2*	*32*	*64*	*3*	*4*	*74*	*147*	*147*	*192*	*187*				*4·60*	*17·0*	*62*
	1943-44	32	3	32	64	3	4	71	148	148	187	135				4.79	15.0	56
North Western.	*1942-43*	*279*	*72*	*276*	*542*	*62*	*106*	*32*	*760*	*757*	*1,359*	*1,316*				*4·66*	*19·5*	*52*
	1943-44	279	78	276	543	63	107	34	763	757	1,359	1,328				4·43	17·5	53·6
Total 2' 6" & 2'0" Gauges and Average.	*1942-43*	*844*	*142*	*790*	*1,533*	*107*	*193*	*59*	*3,329*	*3,329*	*6,238*	*5,923*				*4·18*	*17·7*	*49*
	1943-44	839	165	781	1,515	112	201	58	3,316	3,286	6,155	§5,877				4·23	17·1	49

† Figures are not available.

§ Difference with column 12 is due to non-accountal of wagons absent on sidings not worked by the Railways and Port Trust Railways, wagons used on coaching trains, lent to other Departments or home line construction etc. In the case of the Metre Gauge, column 13 occasionally exceeds the 12 by the number of wagons received from class II and III Railways whose wagon stock is not shown in this statement.

25.—*Statement of Density of Traffic on Class I Railways for the years 1942-43 and 1943-44.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Depatmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal and Assam	*1942-43*	*871,893*	*1,081,912*	*410,214*	*508,692*	*3,249,920*	*4,030,115*	*17·7*
	1943-44	1,089,956	1,351,617	530,330	657,682	3,651,178	4,527,701	17·2
Bengal Nagpur	*1942-43*	*419,770*	*463,380*	*1,398,939*	*1,554,537*	*3,925,904*	*4,363,890*	*14·1*
	1943-44	518,257	572,138	1,339,541	1,488,639	3,841,739	4,270,644	13·5
Bombay, Baroda and Central India.	*1942-43*	*913,377*	*1,118,324*	*955,747*	*1,185,838*	*3,342,872*	*4,088,888*	*15·0*
	1943-44	1,192,200	1,557,096	943,487	1,162,641	3,291,956	3,994,670	14·7
East Indian	*1942-43*	*829,283*	*1,068,242*	*1,384,425*	*1,772,271*	*4,153,730*	*5,309,231*	*14·6*
	1943-44	989,590	1,278,119	1,433,583	1,839,935	4,080,904	5,229,567	13·6
Great Indian Peninsula.	*1942-43*	*727,957*	*917,095*	*1,128,872*	*1,419,684*	*3,775,034*	*4,755,864*	*15·0*
	1943-44	1,207,209	1,524,094	1,045,214	1,317,254	3,814,661	4,815,987	14·6
Madras and Southern Mahratta.	*1942-43*	*702,590*	*739,501*	*1,138,593*	*1,198,356*	*4,109,145*	*4,324,828*	*15·9*
	1943-44	932,616	1,044,678	1,066,796	1,122,700	4,080,583	4,294,418	16·0
Nizam's State	*1942-43*	*404,421*	*404,421*	*682,718*	*682,718*	*2,255,206*	*2,255,206*	*8·14*
	1943-44	593,230	593,230	640,350	640,350	2,229,788	2,229,788	8·40
North Western	*1942-43*	*620,057*	*707,335*	*549,925*	*627,331*	*1,968,193*	*2,245,230*	*8·76*
	1943-44	783,235	893,515	553,223	631,033	1,956,966	2,232,423	8·33
South Indian	*1942-43*	*631,658*	*631,658*	*630,864*	*630,864*	*2,446,905*	*2,446,905*	*13·6*
	1943-44	887,592	887,592	623,500	623,500	2,467,306	2,467,306	13·0
Total 5′ 6″ gauge	*1942-43*	*692,060*	*817,067*	*986,346*	*1,164,511*	*3,288,849*	*3,882,919*	*13·0*
	1943-44	927,841	1,096,017	985,376	1,163,981	3,300,855	3,899,153	12·5
3′ 3-3/8″ GAUGE.								
Bengal and Assam	*1942-43*	*397,874*	*399,415*	*172,633*	*173,301*	*1,186,650*	*1,191,243*	*9·74*
	1943-44	560,667	562,831	317,820	319,047	1,674,916	1,681,382	12·2
Bikaner State	*1942-43*	*158,785*	*158,785*	*65,626*	*65,626*	*328,887*	*328,887*	*2·93*
	1943-44	211,911	211,911	61,941	61,941	288,275	288,275	2·27
Bombay, Baroda and Central India.	*1942-43*	*555,804*	*556,593*	*439,450*	*440,062*	*1,400,079*	*1,402,028*	*9·93*
	1943-44	715,420	716,465	450,459	451,105	1,354,987	1,356,926	9·51

25.—*Statement of Density of Traffic on Class I Railways for the years 1942-43 and 1943-44*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental).		Net ton miles per annum (Including Depatmental)		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day. (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3¾″ GAUGE—*concld.*								
Jodhpur	*1942-43*	*251,593*	*251,593*	*205,360*	*205,360*	*707,538*	*707,538*	*4·88*
	1943-44	310,621	310,621	171,504	171,504	626,932	626,932	4·29
Madras and Southern Mahratta.	*1942-43*	*345,650*	*345,869*	*299,518*	*299,707*	*1,201,019*	*1,201,779*	*10·8*
	1943-44	449,159	449,444	280,563	280,740	1,142,129	1,142,852	10·1
Mysore State	*1942-43*	*451,919*	*451,919*	*179,835*	*179,835*	*954,086*	*954,086*	*9·19*
	1943-44	688,093	688,093	158,836	158,836	966,304	966,304	9·09
Nizam's State	*1942-43*	*369,952*	*379,765*	*210,445*	*216,028*	*821,371*	*843,159*	*6·68*
	1943-44	499,205	512,447	218,728	224,530	868,960	892,010	6·82
Oudh and Tirhut	*1942-43*	*561,814*	*570,914*	*265,900*	*270,207*	*978,640*	*994,491*	*8·50*
	1943-44	762,242	774,611	258,313	262,504	958,042	973,588	8·41
South Indian	*1942-43*	*517,319*	*528,157*	*255,865*	*261,220*	*1,129,524*	*1,153,137*	*11·1*
	1943-44	718,359	733,376	268,360	273,976	1,123,863	1,147,357	9·66
Total 3′ 3-½″ Gauge	*1942-43*	*434,959*	*438,422*	*254,431*	*256,456*	*1,056,681*	*1,065,093*	*8·90*
	1943-44	595,134	599,867	274,221	276,402	1,113,419	1,122,274	8·84
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal and Assam	*1942-43*	*264,180*	*264,180*	*2,892*	*2,892*	*173,922*	*173,922*	*7·56*
	1943-44	339,725	339,725	2,419	2,419	190,901	190,901	7·73
Bengal Nagpur	*1942-43*	*159,502*	*159,592*	*75,387*	*75,387*	*449,756*	*449,756*	*6·29*
	1943-44	181,558	181,558	72,844	472,844	435,783	435,783	6·13
Bombay, Baroda and Central India.	*1942-43*	*140,372*	*140,372*	*27,742*	*27,742*	*166,151*	*166,151*	*4·10*
	1943-44	187,733	187,733	31,820	31,820	175,716	175,716	3·77
Great Indian Peninsula.	*1942-43*	*96,618*	*96,618*	*29,119*	*29,119*	*214,646*	*214,646*	*3·84*
	1943-44	135,307	135,307	28,093	28,093	182,949	182,949	2·66
Mysore State	*1942-43*	*184,231*	*184,231*	*26,002*	*26,002*	*221,856*	*221,856*	*4·15*
	1943-44	237,205	237,205	23,898	23,898	202,244	202,244	3·42
North Western	*1942-43*	*80,194*	*80,194*	*42,361*	*42,361*	*282,618*	*282,618*	*5·12*
	1943-44	100,744	100,744	45,101	45,101	279,118	279,118	5·04
Total 2′ 6″ and 2′ 0″ Gauges.	*1942-43*	*134,965*	*134,965*	*53,725*	*53,725*	*341,367*	*341,367*	*5·52*
	1943-44	160,628	160,628	53,083	53,083	327,703	327,703	5·17
Total Class I Railways	*1942-43*	*574,361*	*634,429*	*684,105*	*755,651*	*2,361,901*	*2,608,915*	*11·2*
	1943-44	773,154	854,239	690,274	762,667	2,387,852	2,638,281	10·9

26 (a).—*Statement of Repairs of Rolling Stock pertaining to Steam and Electric*

NOTE 1.—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal and Assam	*1942-43*	*18*	*6·38*	*32*	*11·0*	*41*	*21*	*5·79*	*6·21*
	1943-44	19	6·07	33	11·0	30	15	4·32	4·36
Bengal-Nagpur	*1942-43*	*25*	*3·98*	*62*	*10·0*	*49*	*19*	*6·11*	*6·67*
	1943-44	23	3·66	62	9·82	54	18	7·05	6·47
Bombay, Baroda and Central India	*1942-43*	*25*	*7·09*	*66*	*18·5*	*71*	*28*	*12·7*	*11·9*
	1943-44	30	8·84	73	21·0	75	35	13·2	14·9
East Indian	*1942-43*	*62*	*3·88*	*152*	*9·52*	*103*	*14*	*4·26*	*2·30*
	1943-44	58	3·68	147	9·34	123	16	5·08	2·69
Great Indian Peninsula—Steam	*1942-43*	*33*	*4·82*	*113*	*16·5*	*49*	*33*	*4·60*	*6·99*
	1943-44	37	5·35	102	14·7	72	25	6·84	5·35
Great Indian Peninsula—Electric	*1942-43*	*4*	*6·06*	*9*	*13·6*				
	1943-44	4	6·06	7	10·6				
Madras and Southern Mahratta	*1942-43*	*24*	*8·25*	*28*	*9·62*	*42*	*14*	*7·72*	*6·73*
	1943-44	19	6·21	27	9·09	40	15	7·22	7·28
Nizam's State	*1942-43*	*5*	*5·88*	*5*	*5·88*	*7*	*1*	*5·83*	*2·08*
	1943-44	6	7·06	5	5·88	7	2	5·83	4·17
North Western	*1942-43*	*89*	*7·68*	*101*	*8·75*	*152*	*59*	*6·99*	*6·83*
	1943-44	106	9·22	85	7·45	165	86	7·59	10·4
South Indian	*1942-43*	*8*	*5·46*	*12*	*8·07*	*10*	*3*	*3·33*	*2·90*
	1943-44	8	5·43	13	8·65	14	4	4·55	3·60
Total 5′ 6″ gauge—Steam	*1942-43*	*289*	*5·51*	*571*	*10·9*	*524*	*192*	*6·02*	*6·13*
	1943-44	306	5·84	547	10·4	580	216	6·70	7·01
Total 5′ 6″ gauge—Electric	*1942-43*	*4*	*6·06*	*9*	*13·6*				
	1943-44	4	6·06	7	10·6				
3′ 3-3/8″ GAUGE									
[illegible] and Assam	*1942-43*	*13*	*2·96*	*45*	*9·95*	*56*	*14*	*4·07*	*3·09*
	1943-44	25	4·36	76	13·1	87	19	6·33	4·10
[illegible] State	*1942-43*	*3*	*5·36*	*9*	*16·0*	*19*	*2*	*13·5*	*3·57*
	1943-44	4	7·84	6	11·7	18	1	13·9	7·69
[illegible], Baroda and Central India	*1942-43*	*27*	*6·97*	*46*	*11·5*	*94*	*14*	*9·72*	*8·14*
	1943-44	19	5·35	35	9·86	114	23	14·1	14·0

Locomotive Services of **Class I Railways** *for the years 1942-43 and 1943-44.*

stock relating to Electric Multiple Unit Services and to all Rail Cars.
by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes Average Numbers (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers)				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops††						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number	Percentage of column 15 to average total No. on line daily.	Number	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
12	*3*	*1·74*	*0·75*	*110*	*1·45*	*641*	*8·44*	*1*	*1·69*	*83*	*11·8*	Bengal and Assam.
13	5	1·79	1·39	51	0·54	439	4·65	2	2·88	61	7·08	
47	*46*	*5·78*	*13·2*	*143*	*0·64*	*1,083*	*4·81*	*10*	*12·0*	*358*	*11·6*	Bengal-Nagpur.
50	45	6·48	13·7	139	0·60	864	3·73	4	4·32	314	10·0	
8	*5*	*1·49*	*2·08*	*128*	*2·09*	*272*	*4·43*	*1*	*1·70*	*57*	*4·32*	Bombay, Baroda and Central India.
10	5	1·74	2·27	174	3·21	252	4·65	..	(a) 0·62	46	3·49	
63	*8*	*2·61*	*1·32*	*351*	*0·75*	*1,583*	*3·38*	*12*	*6·08*	*601*	*9·82*	East Indian.
75	11	3·10	1·85	275	0·55	1,603	3·18	12	5·88	458	7·73	
34	*18*	*3·23*	*3·90*	*186*	*0·90*	*563*	*2·73*	*7*	*4·79*	*281*	*7·40*	Great Indian Peninsula. Steam.
37	32	3·51	6·83	158	0·84	541	2·88	10	5·12	207	6·13	
5	*2*	*0·97*	*0·87*	*35*	*0·55*	*140*	*2·20*	*3*	*4·36*	*32*	*2·80*	Great Indian Peninsula. Electric.
8	3	1·47	1·40	39	0·60	169	2·59	4	6·64	38	3·47	Madras and Southern Mahratta.
3	..	*2·55*	(a) *0·27*	*12*	*0·49*	*53*	*2·17*	*2*	*10·4*	*20*	*5·19*	Nizam's State.
3	..	2·83	(a) 0·10	14	0·62	41	1·82	1	8·28	17	4·64	
28	*11*	*1·31*	*1·23*	*182*	*0·61*	*851*	*2·85*	*18*	*8·33*	*278*	*8·31*	North Western.
34	12	1·55	1·49	236	0·90	733	2·80	29	13·5	207	6·39	
8	*1*	*2·71*	*0·97*	*14*	*0·59*	*68*	*2·90*	..	(a)*1·14*	*12*	*3·21*	South-Indian.
9	1	2·81	0·64	16	0·66	51	2·10	..	(a)1·09	11	3·00	
208	*94*	*2·39*	*3·00*	*1,161*	*0·80*	*5,254*	*3·63*	*54*		*1,722*		Total 5′ 6″ Gauge. Steam.
239	114	2·76	3·70	1,102	0·76	4,693	3·24	62		1,359		Total 5′ 6″ Gauge. Electric.
												3′-3⅜″ Gauge
9	*3*	*0·64*	*0·65*	*63*	*0·48*	*322*	*2·45*	*6*	*5·70*	*24*	*1·97*	Bengal and Assam
13	3	0·97	0·70	72	0·42	504	2·92	5	3·86	38	1·92	
4	*Nil*	*2·85*	*Nil*	*44*	*3·18*	*45*	*3·26*	*3*	*31·8*	*48*	*44·4*	Bikaner State.
4	Nil	3·10	Nil	61	3·83	29	1·82	..	(a) 5·71	24	24·3	
89	*7*	*9·16*	*4·08*	*77*	*1.09*	*329*	*4·60*	*39*	*75·9*	*197*	*14·0*	Bombay, Baroda and Central India.
93	5	11·5	2·84	87	1·61	211	3·92	42	89·3	211	17·0	

(a) The presence of this figure in the absence of the figure which it represents as a percentage is due to the latter being less than half.
†† Includes wagons stabled, awaiting workshop repairs.

26 (a).—*Statement of Repairs of Rolling Stock pertaining to Steam and Electric*

NOTE 1—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*contd.*									
Jodhpur	*1942-43*	*3*	*3·19*	*5*	*5·32*	*26*	*4*	*9·39*	*10·8*
	1943-44	3	3·37	8	8·99	23	3	8·49	8·11
Madras and Southern Mahratta	*1942-43*	*14*	*4·84*	*23*	*7·95*	*50*	*7*	*7·60*	*4·90*
	1943-44	12	4·35	26	9·42	44	7	6·77	7·07
Mysore State	*1942-43*	*8*	*8·94*	*8*	*8·75*	*24*	*3*	*10·2*	*3·64*
	1943-44	6	7·57	7	8·37	27	4	13·2	6·00
Nizam's State	*1942-43*	*5*	*7·14*	*2*	*2·86*	*6*	*1*	*4·88*	*6·25*
	1943-44	3	4·48	3	4·48	7	1	5·69	4·55
Oudh & Tirhut	*1942-43*	*18*	*4·41*	*22*	*5·39*	*100*	*8*	*7·08*	*6·72*
	1943-44	19	4·74	23	5·73	64	4	4·47	3·48
South Indian — Steam	*1942-43*	*13*	*3·77*	*24*	*7·15*	*41*	*5*	*3·73*	*3·74*
	1943-44	9	2·93	18	5·76	33	6	3·22	3·83
South Indian — Electric	*1942-43*	..	(a) *5·15*	*Nil*	*Nil*				
	1943-44	..	(a) 6·21	Nil	Nil				
Total 3′ 3⅜″ Gauge — Steam	*1942-43*	*105*	*4·77*	*184*	*8·36*	*416*	*58*	*6·62*	*5·19*
	1943-44	100	4·45	202	8·99	417	68	6·90	5·75
Total 3′ 3⅜″ Gauge — Electric	*1942-43*	..	(a) *5·25*	*Nil*	*Nil*				
	1943-44	..	(a) 6·21	Nil	Nil				
2′ 6″ AND 2″ 0″ GAUGES									
Bengal & Assam	*1942-43*	*1*	*11·7*	*1*	*11·1*	*2*	*Nil*	*3·93*	*Nil*
	1943-44	1	6·67	1	11·8	1	Nil	0·96	Nil
Bengal-Nagpur	*1942-43*	*4*	*3·88*	*13*	*12·0*	*16*	*3*	*4·92*	*8·25*
	1943-44	6	5·13	13	12·2	16	1	4·87	3·06
Bombay, Baroda and Central India	*1942-43*	*3*	*13·5*	*3*	*12·1*	*2*	*Nil*	*2·46*	*Nil*
	1943-44	1	7·50	5	24·6	1	Nil	1·72	Nil
Great Indian Pensinsula	*1942-43*	*1*	*5·56*	*4*	*22·2*	*2*	*Nil*	*4·55*	*Nil*
	1943-44	1	5·26	3	15·8	3	Nil	6·82	Nil
Mysore State	*1942-43*	*2*	*25·0*	*5*	*58·3*	*2*	..	*8·74*	..
	1943-44	2	26·0	2	26·0	..	..	..	..
North Western	*1942-43*	*6*	*6·59*	*12*	*11·7*	*17*	*2*	*6·16*	*3·23*
	1943-44	12	12·3	12	12·1	6	2	2·17	3·17
Total 2′ 6″ and 2″ 0″ Gauges	*1942-43*	*17*	*6·12*	*38*	*13·7*	*41*	*5*	*5·19*	*4·67*
	1943-44	23	8·42	36	13·2	27	3	3·46	2·68
TOTAL CLASS I RAILWAYS — Steam	*1942-43*	*411*	*5·32*	*793*	*10·3*	*981*	*255*	*6·22*	*5·84*
	1943-44	429	5·53	785	10·1	1,024	287	6·61	6·56
TOTAL CLASS I RAILWAYS — Electric	*1942-43*	*4*	*6·01*	*9*	*13·6*				
	1943-44	4	6·06	7	10·6				

(a) The presence of this figure in the absence of the figure of which it represents as a percentage is due to the latter being less than half.

Locomotive Services of **Class I Railways** *for the years 1942-43 and 1943-44—concld.*

stock relating to Electric Multiple Unit Services and to all Rail Cars.
by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes Average Numbers (Monthly.)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers)				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops††						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number	Percentage of column 15 to average total No. on line daily.	Number	Percentage of column 17 to average total No. on line daily.	Number.	per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3⅜″ Gauge—*concld.*
1	..	*0·51*	*(a) 0·49*	*51*	*2·17*	*24*	*1·02*	*4*	*23·0*	*30*	*8·00*	Jodhpur
2	..	0·68	*(a)* 0·57	71	3·49	23	1·13	5	27·0	32	11·0	
3	*1*	*0·41*	*0·43*	*32*	*0·56*	*80*	*1·41*	*2*	*5·44*	*20*	*2·21*	Madras and Southern Mahratta.
6	2	0·93	1·83	31	0·55	113	2·00	3	7·12	15	1·79	
8	*2*	*3·04*	*2·47*	*48*	*3·05*	*25*	*1·57*	*3*	*0·04*	2	*0·11*	Mysore State.
7	..	2·83	..	47	3·03	9	7·60	5	0·04	2	0·09	
3	..	*2·27*	*(a) 0·81*	*6*	*0·51*	*30*	*2·56*	*1*	*7·68*	*12*	*5·86*	Nizam's State.
4	..	3·12	*(a)*0·77	7	0·57	33	2·70	..	*(a)*3·29	10	4·83	
2	*Nil*	*0·14*	*Nil*	*58*	*0·41*	*116*	*0·82*	*23*	*29·6*	*79*	*5·26*	Oudh & Tirhut.
1	Nil	0·07	Nil	75	0·46	148	0·90	23	36·2	44	3·63	
22	*4*	*2·02*	*2·74*	*52*	*0·87*	*113*	*1·87*	..	*(a)0·17*	*5*	*0·63*	Steam
22	3	2·11	2·34	33	0·57	67	1·15	..	*(a)*0·35	4	0·48	Electric — South Indian.
141	*17*	*2·24*	*1·48*	*429*	*0·82*	*1,083*	*2·06*	*126*		*600*		Steam.
152	13	2·52	1·10	484	0·85	1,137	2·00	83		380		Electric — Total 3′ 3⅜″ Gauge.
												2′ 6″ and 2′ 0″ Gauges.
..	*Nil*	*(a)0·21*	*Nil*	..	*(a)0·09*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Bengal and Assam.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
8	*4*	*3·53*	*2·74*	*23*	*0·65*	*122*	*3·39*	*1*	*4·35*	*3*	*1·37*	Bengal-Nagpur.
7	2	3·50	1·81	28	0·77	94	2·63	1	5·35	9	4·14	
6	*Nil*	*9·42*	*Nil*	*1*	*0·18*	*13*	*2·81*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	Nil	7·98	Nil	Nil	Nil	11	2·87	Nil	Nil	Nil	Nil	
1	*Nil*	*2·91*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
1	..	2·77	*(a)*0·50	1	0·28	Nil	Nil	Nil	Nil	Nil	Nil	
2	*Nil*	*7·41*	*Nil*	*4*	*3·82*	*8*	*7·23*	*Nil*	*Nil*	*Nil*	*Nil*	Mysore State.
4	..	14·7	..	1	1·62	11	12·0	Nil	Nil	Nil	Nil	
3	*2*	*1·05*	*2·81*	*29*	*2·20*	*35*	*2·66*	..	*(a)1·18*	*1*	*0·82*	North Western.
4	2	1·29	3·35	12	0·90	34	2·56	..	*(a)*1·13	1	1·11	
20	*6*	*2·53*	*5·61*	*57*	*0·96*	*178*	*2·98*	*1*		*4*		Total 2′ 6″ and 2′ 0″ Gauges.
20	4	2·56	3·57	42	0·71	150	2·55	1		10		
369	*117*	*2·34*	*2·65*	*1,647*	*0·81*	*6,515*	*3·21*	*181*		*2,326*		Steam
411	131	2·65	2·99	1,628	0·78	5,980	2·88	146		1,748		Electric — Total Class I Railways.

†† Includes wagons stabled, awaiting workshop repairs.

26(b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal and Assam	4·28	1·52	5·80
Bengal Nagpur	1·94	1·34	3·28
Bombay, Baroda & Central India	3·66	1·77	5·43
East Indian	2·62	1·64	4·26
Great Indian Peninsula	3·42	1·73	5·15
Madras and Southern Mahratta	2·84	1·46	4·30
Nizam's State	2·81	1·24	4·05
North Western	2·30	1·67	3·97
South Indian	2·55	1·55	4·10
Averages ..			4·34
3′ 3-3/8″ Gauge.			
Bengal and Assam	2·61	2·30	4·91
Bikaner State	4·22	4·35	8·57
Bombay, Baroda & Central India	4·50	3·21	7·71
Jodhpur	2·59	3·42	6·01
Madras and Southern Mahratta	2·72	1·80	4·52
Mysore State	2·34	1·03	3·37
Nizam's State	2·50	1·32	3·82
Oudh and Tirhut	1·70	3·09	4·79
South Indian	3·85	2·41	6·26
Averages ..			5·36

* Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine.}}$

Class I Railways for the year 1943-44.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge.
415·9	105·3	521·2	93·0	40·9	133·9	Bengal and Assam.
788·5	199·8	988·3	108·3	78·2	186·5	Bengal Nagpur.
1,168·1	157·7	1,325·8	121·5	46·1	167·6	Bombay, Baroda & Central India.
556·9	112·2	669·1	79·1	57·7	136·8	East Indian.
867·3	189·0	1,056·3	98·5	83·7	182·2	Great Indian Peninsula.
463·8	130·3	594·1	123·8	35·2	159·0	Madras and Southern Mahratta.
738·1	57·8	795·9	85·8	30·5	116·3	Nizam's State.
545·4	94·8	640·2	101·3	47·4	148·7	North Western.
323·9	43·9	367·8	87·9	12·5	100·4	South Indian.
		758·5			154·6	Averages.
						3′ 3-3/8″ Gauge.
345·4	71·7	417·1	50·9	28·2	79·1	Bengal and Assam.
431·8	83·2	515·0	45·6	21·4	67·0	Bikaner State.
834·9	107·9	942·8	87·4	48·0	135·4	Bombay, Baroda Central India.
393·7	32·6	426·3	46·9	12·7	59·6	Jodhpur.
369·4	47·0	416·4	64·5	19·1	83·6	Madras and Southern Mahratta.
446·7	40·4	487·1	80·1	13·9	94·0	Mysore State.
622·6	99·0	721·6	78·4	33·1	111·5	Nizam's State.
196·5	54·5	251·0	40·1	20·6	60·7	Oudh and Tirhut.
263·9	23·6	287·5	38·7	6·01	44·7	South Indian.
		454·8			79·8	Averages.

27 (a). - *Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal and Assam	*1942-43*	*Nil*	*346,041*	*Nil*	*Nil*	*346,041*	*Nil*	*51,871*
	1943-44	Nil	371,773	Nil	Nil	371,773	Nil	65,494
Bengal Nagpur	*1942-43*	*Nil*	*1,109,440*	*Nil*	*Nil*	*1,109,440*	*Nil*	*107,854*
	1943-44	Nil	1,199,571	Nil	Nil	1,199,571	Nil	116,333
Bombay, Baroda and Central India	*1942-43*	*Nil*	*375,769*	*2,092*	*28*	*376,657*	*Nil*	*22,071*
	1943-44	Nil	386,478	1,928	19	387,283	Nil	23,284
East Indian	*1942-43*	*Nil*	*1,732,144*	*270*	*Nil*	*1,732,252*	*Nil*	*195,873*
	1943-44	Nil	1,729,739	348	Nil	1,729,878	Nil	217,030
Great Indian Peninsula	*1942-43*	*Nil*	*1,241,186*	*160*	*Nil*	*1,241,250*	*Nil*	*156,677*
	1943-44	Nil	1,280,699	150	Nil	1,280,759	Nil	126,002
Madras and Southern Mahratta	*1942-43*	*Nil*	*387,521*	*2*	*85*	*387,676*	*Nil*	*21,523*
	1943-44	Nil	399,882	Nil	61	399,992	Nil	23,256
Nizam's State	*1942-43*	*Nil*	*118,117*	*140*	*75*	*118,310*	*Nil*	*4,140*
	1943-44	Nil	116,377	141	92	116,601	Nil	4,302
North Western	*1942-43*	*12,974*	*1,191,385*	*Nil*	*33,993*	*1,269,408*	*75*	*111,193*
	1943-44	29,649	1,242,573	Nil	28,284	1,331,061	61	126,348
South Indian	*1942-43*	*Nil*	*117,785*	*9,936*	*Nil*	*121,760*	*Nil*	*1,097*
	1943-44	Nil	120,995	9,455	Nil	124,777	Nil	1,068
Total 5′ 6″ Gauge	*1942-43*	*12,974*	*6,619,388*	*12,600*	*34,181*	*6,702,794*	*75*	*672,299*
	1943-44	29,649	6,848,087	12,022	28,456	6,941,695	61	703,117
3′ 3½″ Gauge.								
Bengal and Assam	*1942-43*	*Nil*	*301,815*	*Nil*	*Nil*	*301,815*	*Nil*	*24,377*
	1943-44	Nil	424,757	Nil	Nil	424,757	Nil	47,910
Bikaner State	*1942-43*	*Nil*	*29,213*	*43*	*Nil*	*29,230*	*Nil*	*4,792*
	1943-44	Nil	20,528	31	Nil	20,540	Nil	7,304
Bombay, Baroda and Central India	*1942-43*	*Nil*	*268,914*	*765*	*Nil*	*269,220*	*Nil*	*27,242*
	1943-44	*Nil*	256,229	707	Nil	256,512	Nil	28,193

*2½ tons of wood =
0·55 ton of oil fuel =

during the years 1942-43 and 1943-44.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								5′ 6″ GAUGE.
Nil	*Nil*	*51,871*	*Nil*	*397,912*	*Nil*	*Nil*	*397,912*	Bengal and Assam.
Nil	Nil	65,494	Nil	437,267	Nil	Nil	437,267	
Nil	*Nil*	*107,854*	*Nil*	*1,217,294*	*Nil*	*Nil*	*1,217,294*	Bengal Nagpur.
Nil	Nil	116,333	Nil	1,315,904	Nil	Nil	1,315,904	
200	*Nil*	*22,151*	*Nil*	*397,840*	*2,292*	*28*	*398,808*	Bombay, Baroda and Central India.
218	Nil	23,371	Nil	409,762	2,146	19	410,654	
2,263	*864*	*198,349*	*Nil*	*1,928,017*	*2,533*	*864*	*1,930,601*	East Indian.
1,200	778	218,924	Nil	1,946,769	1,548	778	1,948,802	
Nil	*Nil*	*156,677*	*Nil*	*1,397,863*	*150*	*Nil*	*1,397,927*	Great Indian Peninsula.
Nil	Nil	126,002	Nil	1,406,701	150	Nil	1,406,761	
2	*355*	*22,169*	*Nil*	*409,044*	*4*	*440*	*409,845*	Madras and Southern Mahratta.
2	381	23,950	Nil	423,138	2	442	423,942	
6	*Nil*	*4,142*	*Nil*	*122,257*	*146*	*75*	*122,452*	Nizam's State.
4	Nil	4,304	Nil	120,679	145	92	120,905	
Nil	*5,922*	*122,054*	*13,049*	*1,302,578*	*Nil*	*39,915*	*1,391,462*	North Western.
Nil	5,328	136,111	29,710	1,368,921	Nil	33,612	1,467,172	
Nil	*Nil*	*1,097*	*Nil*	*118,882*	*9,936*	*Nil*	*122,857*	South Indian.
Nil	Nil	1,068	Nil	122,063	9,455	Nil	125,845	
2,471	*7,141*	*686,364*	*13,049*	*7,291,687*	*15,071*	*41,322*	*7,389,158*	Total 5′ 6″ Gauge.
1,424	6,487	715,557	29,710	7,551,204	13,446	34,943	7,657,252	
								3′ 3⅜″ GAUGE.
Nil	*Nil*	*24,377*	*Nil*	*326,192*	*Nil*	*Nil*	*326,192*	Bengal and Assam.
Nil	Nil	47,910	Nil	472,667	Nil	Nil	472,667	
23	*6*	*4,812*	*Nil*	*34,005*	*66*	*6*	*34,042*	Bikaner State.
162	17	7,400	Nil	27,832	193	17	27,940	
292	*480*	*28,232*	*Nil*	*296,156*	*1,057*	*480*	*297,452*	Bombay, Baroda and Central India.
310	366	28,983	Nil	284,422	1,017	366	285,495	

1 ton of coal.
1 ton of coal.

27 (a)—Statement of coal consumed on Class I Railways

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3½″ Gauge—*concld.*								
Jodhpur	*1942-43*	*Nil*	*63,241*	*232*	*Nil*	*63,334*	*Nil*	*3,787*
	1943-44	Nil	55,493	182	Nil	55,566	Nil	3,752
Madras and Southern Mahratta	*1942-43*	*Nil*	*222,163*	*Nil*	*5*	*222,173*	*Nil*	*12,982*
	1943-44	Nil	230,306	Nil	5	230,315	Nil	12,559
Mysore State	*1942-43*	*Nil*	*72,914*	*Nil*	*Nil*	*72,914*	*Nil*	*794*
	1943-44	Nil	75,952	Nil	Nil	75,952	Nil	920
Nizam's State	*1942-43*	*Nil*	*58,049*	*104*	*Nil*	*58,091*	*Nil*	*2,849*
	1943-44	Nil	60,123	116	Nil	60,169	Nil	3,342
Oudh and Tirhut	*1942-43*	*Nil*	*229,948*	*Nil*	*Nil*	*229,948*	*Nil*	*55,126*
	1943-44	Nil	241,231	Nil	Nil	241,231	Nil	59,471
South Indian	*1942-43*	*Nil*	*152,295*	*7,982*	*Nil*	*155,487*	*Nil*	*13,618*
	1943-44	Nil	143,647	3,976	Nil	145,238	Nil	13,883
Total 3′ 3½″ Gauge	*1942-43*	*Nil*	*1,398,552*	*9,126*	*5*	*1,402,212*	*Nil*	*145,567*
	1943-44	Nil	1,508,266	5,012	5	1,510,280	Nil	177,334
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	*1942-43*	*Nil*	*1,718*	*Nil*	*Nil*	*1,718*	*Nil*	*36*
	1943-44	Nil	1,811	Nil	Nil	1,811	Nil	77
Bengal Nagpur	*1942-43*	*Nil*	*96,682*	*Nil*	*Nil*	*96,682*	*Nil*	*12,208*
	1943-44	Nil	98,999	Nil	Nil	98,999	Nil	13,259
Bombay, Baroda and Central India	*1942-43*	*Nil*	*7,609*	*112*	*Nil*	*7,654*	*Nil*	*5*
	1943-44	Nil	6,682	90	Nil	6,718	Nil	12
Great Indian Peninsula	*1942-43*	*Nil*	*9,894*	*Nil*	*7*	*9,907*	*Nil*	*199*
	1943-44	Nil	8,065	Nil	3	8,070	Nil	205
Mysore State	*1942-43*	*Nil*	*4,331*	*Nil*	*Nil*	*4,331*	*Nil*	*Nil*
	1943-44	Nil	4,272	Nil	Nil	4,272	Nil	Nil
North Western	*1942-43*	*Nil*	*47,641*	*Nil*	*20*	*47,678*	*Nil*	*2,542*
	1943-44	Nil	47,473	Nil	Nil	47,473	Nil	1,853
Total 2′ 6″ & 2′ 0″ Gauges	*1942-43*	*Nil*	*167,875*	*112*	*27*	*167,970*	*Nil*	*14,960*
	1943-44	Nil	167,302	90	3	167,343	Nil	15,466
Total Class I Railways	*1942-43*	*12,974*	*8,185,815*	*21,838*	*34,213*	*8,272,976*	*75*	*832,826*
	1943-44	29,649	8,523,655	17,124	28,464	8,619,318	61	895,857

*2½ tons of wood =
0·55 ton of oil fuel =

during the years 1942-43 and 1943-44—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS)			TOTAL FUEL CONSUMED (TONS).					Railway
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal.)	
10	11	12	13	14	15	16	17	18
								3′ 3½″ GAUGE—*concld.*
Nil	*Nil*	*3,787*	*Nil*	*67,028*	*232*	*Nil*	*67,121*	Jodhpur.
Nil	Nil	3,752	Nil	59,245	182	Nil	59,318	
Nil	*789*	*14,416*	*Nil*	*235,145*	*Nil*	*794*	*236,589*	Madras and Southern Mahratta.
Nil	856	14,116	Nil	242,865	Nil	861	244,431	
Nil	*Nil*	*794*	*Nil*	*73,708*	*Nil*	*Nil*	*73,708*	Mysore State.
Nil	Nil	920	Nil	76,872	Nil	Nil	76,872	
9	*Nil*	*2,353*	*Nil*	*60,898*	*113*	*Nil*	*60,944*	Nizam's State.
7	Nil	3,345	Nil	63,465	123	Nil	63,514	
Nil	*Nil*	*55,126*	*Nil*	*235,074*	*Nil*	*Nil*	*235,074*	Oudh and Tirhut.
Nil	Nil	59,471	Nil	300,702	Nil	Nil	300,702	
Nil	*2,531*	*18,220*	*Nil*	*165,913*	*7,982*	*2,531*	*173,707*	South Indian.
Nil	2,542	18,504	Nil	157,530	3,976	2,542	163,742	
324	*3,806*	*152,617*	*Nil*	*1,544,119*	*9,450*	*3,811*	*1,554,829*	Total 3′ 3½″ Gauge.
479	3,781	184,401	Nil	1,685,600	5,491	3,786	1,694,681	
								2′ 6″ AND 2″ 0′ GAUGES.
Nil	*Nil*	*36*	*Nil*	*1,754*	*Nil*	*Nil*	*1,754*	Bengal and Assam.
Nil	Nil	77	Nil	1,888	Nil	Nil	1,888	
Nil	*Nil*	*12,208*	*Nil*	*108,890*	*Nil*	*Nil*	*108,890*	Bengal Nagpur.
Nil	Nil	13,259	Nil	112,258	Nil	Nil	112,258	
3	*Nil*	*6*	*Nil*	*7,614*	*115*	*Nil*	*7,660*	Bombay, Baroda and Central India.
Nil	Nil	12	Nil	6,694	90	Nil	6,730	
Nil	*Nil*	*199*	*Nil*	*10,093*	*Nil*	*7*	*10,106*	Great Indian Peninsula.
Nil	Nil	205	Nil	8,270	Nil	3	8,275	
Nil	*Nil*	*Nil*	*Nil*	*4,331*	*Nil*	*Nil*	*4,331*	Mysore State.
Nil	Nil	Nil	Nil	4,272	Nil	Nil	4,272	
Nil	*Nil*	*2,512*	*Nil*	*50,153*	*Nil*	*20*	*50,190*	North Western.
Nil	Nil	1,853	Nil	49,326	Nil	Nil	49,326	
3	*Nil*	*14,961*	*Nil*	*182,835*	*115*	*27*	*182,931*	Total 2′ 6″ and 2′ 0″ Guges.
Nil	Nil	15,406	Nil	182,708	90	3	182,749	
2,798	*10,947*	*853,942*	*13,049*	*9,018,641*	*24,636*	*45,160*	*9,126,918*	TOTAL CLASS I RAILWAYS.
1,903	10,268	915,364	29,710	9,419,512	19,027	38,732	9,534,682	

1 ton of coal.
1 ton of coal.

27 (a)—Statement of coal consumed on ***Class I Railways*** *during the years 1942-43 and 1943-44* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5′ 6″ Gauge.									
Bengal and Assam	*1942-43*	*Nil*	*3·38*	*Nil*	*Nil*	*Nil*	*8·60*	*Nil*	*Nil*
	1943-44	Nil	6·94	Nil	Nil	Nil	11·8	Nil	Nil
Bengal Nagpur	*1942-43*	*Nil*	*4·04*	*Nil*	*Nil*	*Nil*	*6·43*	*Nil*	*Nil*
	1943-44	Nil	6·36	Nil	Nil	*Nil*	8·96	Nil	Nil
Bombay, Baroda and Central India	*1942-43*	*Nil*	*3·55*	*4·41*	*74·4*	*Nil*	*14·8*	*5·74*	*74·4*
	1943-44	Nil	6·01	4·33	108·0	Nil	18·4	5·42	108·0
East Indian	*1942-43*	*Nil*	*4·13*	*10·1*	*111·9*	*Nil*	*7·55*	*10·1*	*111·9*
	1943-44	Nil	6·97	10·8	98·0	Nil	10·6	10·8	98·1
Great Indian Peninsula	*1942-43*	*Nil*	*4·88*	*5·00*	*Nil*	*Nil*	*11·0*	*5·00*	*Nil*
	1943-44	Nil	6·79	5·00	Nil	Nil	13·7	5·00	Nil
Madras and Southern Mahratta	*1942-43*	*Nil*	**5·23*	*Nil*	*119·9*	*Nil*	*14·4*	*Nil*	*121·1*
	1943-44	Nil	*7·40	Nil	120·8	Nil	21·8	Nil	142·6
Nizam's State	*1942-43*	*Nil*	*5·18*	*6·04*	*219·2*	*Nil*	*6·61*	*6·42*	*219·2*
	1943-44	Nil	7·31	5·75	248·6	Nil	8·62	5·96	248·6
North Western	*1942-43*	*20·0*	*3·92*	*Nil*	*22·9*	*20·0*	*17·3*	*Nil*	*45·7*
	1943-44	20·0	7·31	Nil	22·9	20·0	20·8	Nil	53·9
South Indian	*1942-43*	*Nil*	*5·00*	*12·3*	*Nil*	*Nil*	*20·0*	*12·3*	*Nil*
	1943-44	Nil	6·56	13·0	Nil	Nil	27·9	13·0	Nil
3′ 3⅜″ Gauge.									
Bengal and Assam	*1942-43*	*Nil*	*5·66*	*Nil*	*Nil*	*Nil*	*11·5*	*Nil*	*Nil*
	1943-44	Nil	7·36	Nil	Nil	Nil	15·2	Nil	Nil
Bikaner State	*1942-43*	*Nil*	*5·05*	*6·49*	*154·3*	*Nil*	*14·6*	*6·49*	*194·5*
	1943-44	Nil	6·19	6·81	118·8	Nil	15·7	6·81	159·1
Bombay, Baroda and Central India.	*1942-43*	*Nil*	*3·97*	*9·45*	*49·8*	*Nil*	*15·0*	*9·45*	*58·7*
	1943-44	Nil	6·07	12·0	60·4	Nil	17·4	12·0	64·6

* F. O. R. rate only.

27 (a)—Statement of coal consumed on ***Class I Railways*** *during the years 1942-43 and 1943-44* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3½″ Gauge—*concld.*									
Jodhpur	*1942-43*	*Nil*	*4·06*	*5·41*	*Nil*	*Nil*	*17·1*	*5·41*	*Nil*
	1943-44	Nil	6·79	17·3	Nil	Nil	19·8	17·3	Nil
Madras and Southern Mahratta	*1942-43*	*Nil*	**4·80*	*Nil*	*86·7*	*Nil*	*16·5*	*Nil*	*88·8*
	1943-44	Nil	*7·30	Nil	101·5	Nil	18·6	Nil	104·1
Mysore State	*1942-43*	*Nil*	*6·31*	*Nil*	*Nil*	*Nil*	*16·8*	*Nil*	*Nil*
	1943-44	Nil	7·88	Nil	Nil	Nil	18·4	Nil	Nil
Nizam's State	*1942-43*	*Nil*	*5·18*	*6·04*	*Nil*	*Nil*	*8·87*	*6·42*	*Nil*
	1943-44	Nil	7·31	5·75	Nil	Nil	10·7	5·96	Nil
Oudh and Tirhut	*1942-43*	*Nil*	*4·05*	*Nil*	*Nil*	*Nil*	*11·0*	*Nil*	*Nil*
	1943-44	Nil	8·05	Nil	Nil	Nil	15 4	Nil	Nil
South Indian	*1942-43*	*Nil*	*5·00*	*12·1*	*60·7*	*Nil*	*20·6*	*12·1*	*62·4*
	1943-44	Nil	6·56	12·2	67·9	Nil	28·5	12·2	71·4
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	*1942-43*	*Nil*	*3·38*	*Nil*	*Nil*	*Nil*	*7·04*	*Nil*	*Nil*
	1943-44	Nil	6·94	Nil	Nil	Nil	11·5	Nil	Nil
Bengal Nagpur	*1942-43*	*Nil*	*4·65*	*Nil*	*Nil*	*Nil*	*6·23*	*Nil*	*Nil*
	1943-44	Nil	6·50	Nil	Nil	Nil	8·23	Nil	Nil
Bombay, Baroda and Central India	*1942-43*	*Nil*	*3·25*	*4·37*	*Nil*	*Nil*	*13·1*	*5·70*	*Nil*
	1943-44	Nil	4·01	4·34	Nil	Nil	14·2	4·34	Nil
Great Indian Peninsula	*1942-43*	*Nil*	*4·86*	*Nil*	*203·0*	*Nil*	*9·50*	*Nil*	*240·9*
	1943-44	Nil	6·82	Nil	195·0	Nil	13·6	Nil	235·0
Mysore State	*1942-43*	*Nil*	*6·31*	*Nil*	*Nil*	*Nil*	*16·4*	*Nil*	*Nil*
	1943-44	Nil	7·88	Nil	Nil	Nil	18·0	Nil	Nil
North Western	*1942-43*	*Nil*	*3·92*	*Nil*	*Nil*	*Nil*	*21·3*	*Nil*	*Nil*
	1943-44	Nil	7·31	Nil	Nil	Nil	24·8	Nil	Nil

27 (b).—*Statement of Coal* Consumption, by various services, on Class I Railways for the years 1942-43 and 1943-44.*

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. (Cols. 3+4+5+7+9+11+12.)	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal & Assam	*1942-43*	*177,777*	*Nil*	*Nil*	*182·8*	*81,706*	*169·9*	*43,258*	*59·3*	*21,615*	*16,685*	*346,041*	*5,056*	*16,730*	*30,085*	*51,871*
	1943-44	181,040	Nil	Nil	177·5	95,382	163·1	53,644	60·0	21,741	19,957	371,773	6,277	19,242	39,975	65,494
Bengal Nagpur	*1942-43*	*239,330*	*77*	*Nil*	*211·5*	*737,988*	*196·1*	*98,395*	*52·9*	*748*	*32,902*	*1,109,440*	*42,340*	*25,456*	*39,558*	*107,354*
	1943-44	257,772	10	Nil	217·2	796,119	208·4	111,681	58·5	2,523	31,466	1,199,571	47,351	22,241	46,741	116,333
Bombay, Baroda and Central India.	*1942-43*	*106,639*	*Nil*	*Nil*	*150·1*	*227,267*	*132·8*	*48,349*	*76·5*	*Nil*	*14,102*	*376,657*	*10,360*	*3,486*	*8,305*	*22,151*
	1943-44	106,283	Nil	Nil	143·3	215,615	133·2	52,074	79·4	425	12,881	387,283	11,795	4,340	7,236	23,371
East Indian	*1942-43*	*481,195*	*Nil*	*Nil*	*134·5*	*927,304*	*134·3*	*221,996*	*67·4*	*3,753*	*93,004*	*1,732,252*	*46,246*	*55,898*	*96,205*	*198,349*
	1943-44	490,325	Nil	Nil	190·9	893,209	135·0	247,401	68·7	3,962	94,891	1,729,878	46,316	67,103	105,505	218,924
Great Indian Peninsula.	*1942-43*	*310,339*	*Nil*	*Nil*	*130·6*	*741,981*	*130·2*	*133,682*	*73·2*	*7,007*	*43,233*	*1,241,270*	*38,028*	*63,214*	*54,535*	*156,677*
	1943-44	381,380	Nil	Nil	184·4	701,558	184·6	142,433	76·3	6,248	49,140	1,280,753	40,656	33,739	51,607	126,002
Madras and Southern Mahratta.	*1942-43*	*149,839*	*Nil*	*134*	*185·0*	*185,367*	*139·5*	*36,509*	*78·8*	*3,947*	*11,380*	*387,676*	*7,386*	*646*	*14,137*	*22,169*
	1943-44	167,362	Nil	91	190·5	173,390	138·7	39,362	79·3	5,373	14,414	399,992	7,648	693	15,609	23,950
Nizam's State	*1942-43*	*44,815*	*Nil*	*137*	*174·5*	*59,023*	*142·6*	*8,864*	*66·8*	*Nil*	*5,466*	*113,710*	*2,664*	*Nil*	*1,478*	*4,142*
	1943-44	47,328	Nil	168	169·3	55,295	142·2	9,640	70·3	Nil	4,170	116,601	2,653	Nil	1,651	4,304
North Western	*1942-43*	*432,510*	*805*	*407*	*163·1*	*560,065*	*153·5*	*189,223*	*90·8*	*4,427*	*51,971*	*1,269,408*	*9,998*	*4,248*	*107,808*	*122,054*
	1943-44	476,155	998	339	164·5	604,113	172·0	198,186	95·5	3,644	47,576	1,331,061	10,408	3,341	122,362	136,111
South Indian	*1942-43*	*52,564*	*Nil*	*Nil*	*165·4*	*57,141*	*134·5*	*6,421*	*52·3*	*326*	*5,308*	*121,760*	*422*	*Nil*	*675*	*1,097*
	1943-44	56,882	Nil	Nil	162·5	57,390	141·5	6,604	54·1	347	3,554	124,777	430	Nil	638	1,068
Total 5' 6" Gauge	*1942-43*	*2,025,009*	*882*	*678*	*178·4*	*3,558,350*	*157·8*	*791,697*	*70·5*	*41,823*	*284,356*	*6,702,794*	*63,900*	*169,678*	*352,786*	*586,364*
	1943-44	2,164,541	1,008§	648	180·6	3,592,161	164·0	861,025	73·2	44,263	278,049	6,941,695	173,534	150,699	391,324	715,557
3' 3⅜" Gauge.																
Bengal & Assam	*1942-43*	*139,932*	*6*	*Nil*	*168·2*	*84,763*	*187·4*	*46,518*	*46·9*	*14,464*	*16,132*	*391,815*	*4,597*	*561*	*19,219*	*24,377*
	1943-44	169,571	Nil	Nil	172·9	144,008	177·3	70,550	51·2	17,169	23,459	424,757	6,792	1,581	39,437	47,910
Bikaner State	*1942-43*	*22,889*	*Nil*	*Nil*	*169·8*	*2,283*	*215·7*	*3,506*	*79·6*	*357*	*195*	*29,230*	*3,842*	*330*	*640*	*4,812*
	1943-44	15,902	Nil	Nil	135·8	1,633	60·0	2,319	63·0	499	187	20,540	3,629	370	3,401	7,400
Bombay, Baroda and Central India.	*1942-43*	*90,707*	*84*	*Nil*	*227·3*	*141,169*	*164·2*	*27,532*	*44·6*	*Nil*	*9,738*	*269,229*	*4,289*	*6,111*	*17,832*	*28,232*
	1943-44	81,998	Nil	Nil	222·3	137,689	170·6	27,201	45·1	Nil	9,624	256,512	5,018	6,379	17,586	29,083

* Coal includes oil fuel @ 0·55 ton of oil fuel=1 ton of coal and firewood @ 2½ tons of wood=1 ton of coal.

§ Revised figures.

27 (c).—*Statement of Coal* Consumption, by various services, on* **Class I Railways** *for the years 1942-43 and 1943-44*—concld.

Railway.	Year.	*Passenger and Total Mixed.*	*Rail-cars Steam propelled.*	*Rail-cars Internal combustion engines propelled.*	*Passenger and proportion of Mixed.*	*Goods.*	*Goods and proportion of Mixed.*	*Shunting including siding all services.*		*Locos. on Misc. services.*	*Departmental.*	*Total tons used on all Locomotive services. (Cols. 3+4+5+7+9+11+12.)*	*Fuel consumed for other than Locomotive purposes.*			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lb per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating stations.	Miscellaneous purposes.	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3-3/8" GAUGE —concld.																
Jodhpur	*1942-43*	*28,743*	*Nil*	*Nil*	*142·8*	*26,936*	*155·9*	*3,794*	*32·0*	*1,921*	*1,940*	*63,334*	*1,822*	*Nil*	*1,965*	*3,787*
	1943-44	28,213	Nil	Nil	134·1	19,444	151·2	3,821	35·0	1,995	2,093	55,566	1,749	Nil	2,003	3,752
Madras and Southern Mahratta.	*1942-43*	*80,712*	*Nil*	*Nil*	*207·2*	*113,731*	*200·1*	*16,668*	*44·5*	*2,670*	*8,392*	*222,173*	*4,949*	*1,434*	*8,033*	*14,416*
	1943-44	87,137	Nil	Nil	222·0	114,524	219·5	18,605	47·8	2,569	7,480	230,315	5,430	1,557	7,129	14,116
Mysore State	*1942-43*	*36,712*	*Nil*	*Nil*	*256·0*	*26,836*	*235·8*	*8,067*	*55·1*	*Nil*	*1,299*	*72,914*	*Nil*	*Nil*	*794*	*794*
	1943-44	37,392	Nil	Nil	253·1	29,071	253·6	7,901	51·9	Nil	1,588	75,952	Nil	Nil	920	920
Nizam's State	*1942-43*	*26,786*	*192*	*Nil*	*249·3*	*22,762*	*170·0*	*5,458*	*60·3*	*Nil*	*2,893*	*58,091*	*2,113*	*Nil*	*740*	*2,853*
	1943-44	27,342	76	Nil	236·2	24,176	168·9	5,690	59·4	Nil	2,885	60,169	2,652	Nil	693	3,345
Oudh & Tirhut	*1942-43*	*101,041*	*Nil*	*Nil*	*198·5*	*87,205*	*141·7*	*22,812*	*25·1*	*4,968*	*13,922*	*229,948*	*12,640*	*8,276*	*34,210*	*55,126*
	1943-44	108,959	Nil	Nil	206·6	91,242	154·5	24,243	25·3	5,290	13,497	241,231	10,199	5,278	43,994	59,471
South Indian	*1942-43*	*76,712*	*Nil*	*Nil*	*208·1*	*63,525*	*136·3*	*9,014*	*39·2*	*549*	*5,677*	*155,487*	*1,080*	*9,045*	*8,095*	*18,220*
	1943-44	67,887	Nil	Nil	185·5	61,567	25·0	9,039	41·5	541	6,204	145,238	988	9,426	8,090	18,504
Total 3' 3-3/8" Gauge.	*1942-43*	*604,25-*	*282*	*Nil*	*198·8*	*569,220*	*67·2*	*143,355*	*40·4*	*24,929*	*60,188*	*1,402,212*	*35,332*	*25,757*	*91,528*	*152,617*
	1943-44	324,401	76	Nil	196·4	323,35-	72·8	69,36-	43·6	2 ,0-3	67,017	1,510,280	36,457	24,691	123,253	184,401
2' 6" AND 2' 0" GAUGES.																
Bengal & Assam.	*1942-43*	*1,558*	*Nil*	*Nil*	*536·7*	*Nil*	*19·6*	*Nil*		*159*	*1*	*1,718*	*Nil*	*Nil*	*36*	*36*
	1943-44	1,656	Nil	Nil	123 3	Nil	14·5	Nil		155	Nil	1,811	2	Nil	75	77
Bengal Nagpur	*1942-43*	*50,743*	*21*	*Nil*	*463·4*	*33,200*	*64·1*	*10,143*		*206*	*2,209*	*96,682*	*7,342*	*1,555*	*3,311*	*12,208*
	1943-44	49,722	6	Nil	481·6	35,820	94·3	11,222		313	1,916	95,999	7,700	1,383	4,086	13,259
Bombay, Baroda and Central India.	*1942-43*	*6,870*	*Nil*	*Nil*	*569·5*	*385*	*93·6*	*Nil*		*Nil*	*399*	*7,654*	*6*	*Nil*	*Nil*	
	1943-44	6,033	Nil	Nil	593·2	310	84·6	Nil		Nil	375	6,718	2	Nil	10	12
Great Indian Peninsula.	*1942-43*	*8,874*	*Nil*	*13*	*471·5*	*284*	*70·5*	*531*		*Nil*	*205*	*9,907*	*199*	*Nil*	*Nil*	*199*
	1943-44	6,945	Nil	5	431·8	295	42·2	575		Nil	250	8,070	205	Nil	Nil	205
Mysore State	*1942-43*	*3,823*	*Nil*	*Nil*	*326·1*	*312*	*26·1*	*124*	Not published.	*Nil*	*72*	*4,331*	*Nil*	*Nil*	*Nil*	*Nil*
	1943-44	3,826	Nil	Nil	347·0	229	51·8	170		Nil	47	4,272	Nil	Nil	Nil	Nil.
North Western	*1942-43*	*17,332*	*264*	*37*	*472·6*	*23,720*	*93·1*	*3,939*		*15*	*2,265*	*47,678*	*571*	*Nil*	*1,941*	*2,512*
	1943-44	18,528	159	59	420·0	22,752	78·1	3,895		287	1,793	47,473	434	Nil	1,419	1,853
Total 2' 6" & 2' 0" Gauges.	*1942-43*	*89,200*	*285*	*50*	*464·8*	*57,907*	*96·7*	*14,737*		*440*	*5,351*	*167,970*	*8,118*	*1,555*	*5,288*	*14,961*
	1943-44	86,710	165	64	485·5	59,406	503·0	15,862		755	4,381	167,343	8,433	1,383	5,590	15,405
TOTAL CLASS RAILWAYS.	*1942-43*	*2,718,442*	*1,449*	*728*	*185·3*	*4,185,477*	*161·1*	*949,793*		*67,192*	*349,895*	*8,272,976*	*207,350*	*196,990*	*449,602*	*853,942*
	1943-44	2,875,652	1,249	712	186·6	4,274,921	167·3	3,046,256		71,081	349,447	8,619,318	218,424	176,773	520,167	915,364

28.—*Efficiency Statistics of Class I Railways for the years 1942-43 and 1943-44.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental)	per train engine hour (excluding weight of engine and departmental)
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal and Assam	*1942-43*	*304*	*110*	*671*	*2,680*	*5,293*
	1943-44	307	110	824	2,836	5,944
Bengal-Nagpur	*1942-43*	*441*	*163*	*1,820*	*4,001*	*9,593*
	1943-44	415	157	1,767	3,861	9,278
Bombay, Baroda and Central India	*1942-43*	*613*	*221*	*2,123*	*5,058*	*10,441*
	1943-44	597	208	2,025	4,810	9,646
East Indian	*1942-43*	*668*	*200*	*2,133*	*4,753*	*9,121*
	1943-44	605	180	2,155	4,543	9,150
Great Indian Peninsula	*1942-43*	*685*	*210*	*2,255*	*5,077*	*10,719*
	1943-44	603	191	2,121	4,725	10,705
Madras and Southern Mahratta	*1942-43*	*741*	*216*	*2,195*	*5,064*	*10,072*
	1943-44	686	185	1,904	4,401	8,861
Nizam's State	*1942-43*	*622*	*185*	*2,004*	*4,579*	*10,559*
	1943-44	595	191	2,001	4,603	9,883
North Western	*1942-43*	*529*	*182*	*1,854*	*3,895*	*7,965*
	1943-44	529	181	1,886	3,923	8,006
South Indian	*1942-43*	*458*	*139*	*1,294*	*3,285*	*6,941*
	1943-44	440	140	1,292	3,274	6,698
Average for 5′ 6″ gauge	*1942-43*	*576*	*188*	*1,967*	*4,434*	*9,222*
	1943-44	536	175	1,927	4,247	9,046
3′ 3⅜″ Gauge.						
Bengal and Assam	*1942-43*	*318*	*125*	*432*	*1,577*	*2,937*
	1943-44	385	140	580	1,762	3,392
Bikaner State	*1942-43*	*939*	*162*	*741*	*2,203*	*3,203*
	1943-44	751	192	936	2,411	3,603
Bombay, Baroda and Central India	*1942-43*	*686*	*209*	*1,138*	*2,569*	*4,489*
	1943-44	626	192	1,183	2,531	4,447
Jodhpur	*1942-43*	*693*	*180*	*945*	*2,087*	*4,284*
	1943-44	594	164	914	1,974	4,404
Madras and Southern Mahratta	*1942-43*	*660*	*158*	*872*	*2,298*	*3,313*
	1943-44	583	143	807	2,124	3,144
Mysore State	*1942-43*	*496*	*133*	*846*	*2,259*	*2,625*
	1943-44	506	132	770	2,204	2,525
Nizam's State	*1942-43*	*600*	*172*	*1,119*	*2,664*	*4,926*
	1943-44	614	171	1,121	2,645	4,766
Oudh and Tirhut	*1942-43*	*304*	*136*	*726*	*1,702*	*3,637*
	1943-44	274	127	700	1,628	3,709
South Indian	*1942-43*	*603*	*196*	*991*	*2,546*	*4,616*
	1943-44	623	197	1,054	2,619	5,006
Average for 3′ 3⅜″ gauge	*1942-43*	*466*	*160*	*814*	*2,078*	*3,745*
	1943-44	445	154	816	2,038	3,792
2′ 6″ and 2′ 0″ Gauges.						
Bengal and Assam	*1942-43*	**Nil*	*75*	*73*	*397*	*423*
	1943-44	*Nil	84	118	471	503
Bengal-Nagpur	*1942-43*	*313*	*107*	*290*	*993*	*1,514*
	1943-44	323	110	298	989	1,480
Bombay, Baroda and Central India	*1942-43*	*574*	*76*	*228*	*664*	*1,014*
	1943-44	493	75	258	694	1,205
Great Indian Peninsula	*1942-43*	*444*	*129*	*377*	*1,254*	*1,493*
	1943-44	511	135	431	1,346	1,849
Mysore State	*1942-43*	*1,537*	*118*	*422*	*1,288*	*1,083*
	1943-44	1,357	112	422	1,236	1,029
North Western	*1942-43*	*384*	*75*	*192*	*812*	*886*
	1943-44	391	74	216	830	890

* Shunting operations generally performed by hand.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR 1943-44 (IN HUNDREDS).

29.—Statement of Principal Commodities carried by Class I

I.—Fuel.

Railway.	Coal, Coke and patent fuel. (1) For the public. Originating on Home line whether local or Foreign.	† Total.	Earnings.	(2) For foreign railways and Home line constructions. Originating on Home line whether local or Foreign.	† Total.	Earnings.	(3) Total. Originating on Home line whether local or Foreign.	† Total.	Earnings.	(4) Oil fuel. Originating on Home line whether local or Foreign.	† Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	20,6	880,3	20,79,3	..	26,8	1,12,0	20,6	907,1	21,91,3	15,1	19,4	2,23,6
Bengal Nagpur	5,382,1	5,724,9	2,15,15,8	1,134,2	1,167,3	58,38,0	6,516,3	6,892,2	2,73,53,8	2	2,6	49,5
Bombay, Baroda and Central India	4	1,002,8	57,83.1	..	32,0	5,72,8	4	1,034,8	63,55,9	23,7	23,7	4,66,2
East Indian	6,890,0	7,666,5	3,63,70,7	3,787,7	3,866,5	2,61,66,0	10,677,7	11,533,0	6,25,36,7	1,9	3,0	24,6
Great Indian Peninsula	615,3	2,254,3	1,16,26,2	..	346,0	18,62,9	615,3	2,600,3	1,34,89,1	46,3	46,3	7,84,6
Madras and Southern Mahratta	23,9	441,0	28,09,1	14,2	213,3	17,06,3	38,1	654,3	45,15,4	1,4	14,3	4,21,7
Nizam's State	383,0	482,2	20,78,6	370,9	371,5	12,61,0	753,9	853,7	33,33,6	4	5,0	1,39,8
North Western	104,7	1,257,9	48,28,2	1	1	2	104,8	1,258,0	48,28,4	55,5	55,5	18,56,5
South Indian	1	31,5	4,16,0	..	..	..	1	31,5	4,16,0	5	5	63,8
Total	13,420,1	19,741,4	8,75,07,0	5,307,1	6,023,5	3,75,19,2	18,727,2	25,764,9	12,50,26,2	145,0	170,3	40,30,3
3′ 3⅜″ GAUGE.												
Bengal and Assam	45,3	189,3	*	1,2	1,2	*	46,5	190,5	*	3,6	7,7	*
Bikaner State	43,0	44,0	53,3	..	..	..	43,0	44,0	53,3	1	2	2,7
Bombay, Baroda and Central India	4	499,7	*	..	143,8	*	4	643,5	*	1,6	2,5	*
Jodhpur	4	11,6	33,6	..	3,5	1,0	4	15,1	34,6	5	2,6	19,1
Madras and Southern Mahratta	9	52,7	*	..	138,5	*	9	191,2	*	10,8	12,9	*
Mysore State	3	40,2	1,12,2	..	..	..	3	40,2	1,12,2	1,3	1,7	15,2
Nizam's State	..	53,1	*	..	63,2	*	..	116,3	*	3,8	4,4	*
Oudh and Tirhut	4,7	106,7	3,08,8	..	..	..	4,7	106,7	3,08,8	..	..	5
South Indian	1,1	45,6	*	..	..	..	1,1	45,6	*	..	..	*
Total	96,1	1,042,9	5,07,9	1,2	350,2	1,0	97,3	1,393,1	5,08,9	21,7	32,0	37,5
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal and Assam	..	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur	49,8	55,5	*	3,3	3,3	*	53,1	58,8	*	..	1	*
Bombay, Baroda and Central India	1	1,4	*	..	..	*	1	1,4	*	..	3	*
Great Indian Peninsula	..	5,9	*	..	..	*	..	5,9	*	1,0	1,0	*
Mysore State	..	..	‡	..	..	..	..	..	‡	..	..	‡
North Western	63,9	83,4	*	..	..	*	63,9	83,4	*	2	7	*
Total	113,8	146,2	..	3,3	3,3	..	117,1	149,5	..	1,2	2,1	..
Total, 1943-44	13,630,0	20,930,5	8,80,14,9	5,311,6	6,377,0	3,75,20,2	18,941,6	27,307,5	12,55,35,1	167,9	204,4	40,67,8
Total, 1942-43	14,780,2	22,673,6	9,19,92,2	4,761,0	5,983,7	3,35,94,9	19,541,2	28,657,3	12,55,87.1	162,1	200,7	35,92,6
Increase	..	..	..	550,6	393,3	39,25,3	..	..	..	5,8	3,7	4,75,2
Decrease	1,150,2	1,743,1	39,77,3	..	..	..	599,6	1,349,8	52,0	..	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3⅜″ gauge

Railways and the earnings therefrom for the year 1943-44 (In hundreds.)

	II.—Heavy Merchandise.							
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
26,2	28,6	96,5	35,2	56,9	9,47,7	81,7	144,2	22,03,3	Bengal and Assam.
112,9	116,9	7,24,3	46,8	52,7	3,71,3	356,2	431,9	55,62,9	Bengal Nagpur.
239,3	295,2	15,43,0	3,4	6,7	73,1	19,5	36,8	7,75,4	Bombay, Baroda and Central India.
186,2	244,3	9,40,9	67,2	75,4	2,58,9	210,7	378,9	32,38,8	East Indian.
124,2	131,4	3,54,6	3,3	4,5	33,2	60,2	157,3	14,66,4	Great Indian Peninsula.
94,9	140,5	12,41,5	2,2	4,6	51,2	298,0	398,6	49,00,1	Madras and Southern Mahratta.
111,1	111,2	5,43,7	4,7	4,9	42,1	54,2	62,4	7,95,1	Nizam's State.
464,3	502,7	20,02,3	49,6	58,5	5,39,1	423,5	441,4	51,55,0	North Western.
49,0	49,2	6,16,4	12,2	66,4	21,23,7	35,6	257,3	37,02,0	South Indian.
1,408,1	1,629,0	80,63,2	224,6	330,6	44,40,3	1,539,6	2,308,8	2,77,99,0	Total.
									3′ 3⅜″ GAUGE.
18,0	18,0	*	102,6	104,1	*	202,4	215,3	*	Bengal and Assam.
16,7	17,3	63,1	5	5	2,2	3,0	3,7	30,7	Bikaner State.
124,9	144,3	*	4	8	*	2,2	36,3	*	Bombay, Baroda and Central India.
32,9	38,7	93,7	6	8	3,8	5,1	19,6	1,69,3	Jodhpur.
121,6	127,1	*	2,2	2,4	*	146,8	178,5	*	Madras and Southern Mahratta.
69,8	70,3	2,64,4	3,4	3,4	19,4	58,6	67,2	4,00,0	Mysore State.
23,8	24,4	*	1,0	1,2	*	38,4	45,0	*	Nizam's State.
234,6	234,7	6,50,6	32,5	33,0	1,45,1	151,9	155,1	7,69,2	Oudh and Tirhut.
71,0	71,9	*	195,3	195,7	*	221,2	233,7	*	South Indian.
713,3	746,7	10,71,8	333,5	341,9	1,70,5	823,6	954,4	13,69,2	Total.
									2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	2	*	Bengal and Assam.
105,0	105,2	*	7,7	7,8	*	63,4	66,8	*	Bengal Nagpur.
20,6	20,6	*	2,8	3,0	*	9	1,5	*	Bombay, Baroda and Central India.
2	2	*	..	..	*	3	4,5	*	Great Indian Peninsula.
13,1	13,1	‡	4	4	‡	6,9	6,9	‡	Mysore State.
19,9	21,9	*	8,9	8,9	*	15,9	18,4	*	North Western.
158,8	161,0	..	19,8	20,1	..	87,4	98,3	..	Total.
2,280,2	2,527,7	91,35,0	582,9	692,6	46,10,8	2,456,6	3,361,5	2,91,68,2	Total, 1943-44.
2,061,9	2,287,1	73,23,6	641,3	800,9	44,11,4	2,493,1	3,438,6	2,84,54,7	Total, 1942-43.
218,3	240,6	18,11,4	..	..	1,99,4	..	..	7,13,5	Increase.
..	..	..	58,4	108,3	..	36,5	107,1	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy Mer								
	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earning.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	63,5	83,3	9,89,0	..	..	..	..	..	..
Bengal Nagpur	69,8	121,1	15,34,3	31,0	52,8	4,38,6	2,8	7,5	93,0
Bombay, Baroda and Central India	95,9	161,5	33,61,3	16,6	151,4	35,83,8	30,0	124,0	24,32,5
East Indian	321,6	497,7	51,33,4	265,2	586,0	74,98,7	58,1	121,7	14,63,1
Great Indian Peninsula	227,5	373,7	43,00,7	88,0	182,5	25,69,4	183,9	304,4	28,81,7
Madras and Southern Mahratta	58,5	211,4	27,62,4	20,8	33,3	8,42,4	27,2	49,0	17,40,4
Nizam's State	48,5	172,7	14,94,5	2,5	15,1	2,45,4	39,8	74,4	15,72,0
North Western	413,3	467,3	48,07,1	1,199,3	1,259,9	1,35,74,2	163,3	175,7	19,35,2
South Indian	37,0	89,0	19,73,9	22,6	28,2	4,39,9	8,8	22,0	3,25,5
Total	1,325,5	2,177,7	2,63.56,6	1,646,0	2,309,2	2,91,92,4	514,8	878,7	1,24,43,4
3′ 3½″ Gauge									
Bengal and Assam	37,7	61,9	*	..	..	..	..	..	..
Bikaner State	51,2	51,7	2,96,8	35,3	29,1	3,45,4	23,4	26,0	2,34,9
Bombay, Baroda and Central India	115,3	177,2	*	80,8	210,3	*	63,5	131,6	*
Jodhpur	8,0	24,8	2,07,6	116,1	124,1	8,11,2	19,1	29,1	2,49,1
Madras and Southern Mahratta	31,6	91,4	*	10,8	42,9	*	50,0	159,3	*
Mysore State	18,0	37,6	2,29,4	4,1	13,1	82,0	10,3	12,7	74,6
Nizam's State	34,8	56,0	*	7,7	13,5	*	75,4	96,0	*
Oudh and Tirhut	112,1	130,7	7,43,8	118,1	127,8	7,80,2	5,5	9,2	50,9
South Indian	65,8	108,0	*	6,3	12,2	*	9,1	15,8	*
Total	474,5	731,3	14,77,6	379,2	583,0	20,18,8	256,3	479,7	6,09,5
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	1	*	..	..	..	..	..	..
Bengal Nagpur	15,8	21,1	*	5,4	7,5	*	3,4	3,7	*
Bombay, Baroda and Central India	10,8	12,0	*	1,1	1,8	*	1,0	2,2	*
Great Indian Peninsula	2,0	5,3	*	1	1,7	*	8,5	8,7	*
Mysore State	2,7	2,9	‡	4	5	‡	2	2	‡
North Western	23,1	27,5	*	6,5	21,5	*	1,4	1,4	*
Total	55,3	68,9	..	13,5	33,0	..	14,5	16,2	..
Total, 1943-44	1,855,3	2,985,9	2,78,34,2	2,038,7	2,925,2	3,12,11,2	785,6	1,374,6	1,30,52,9
Total, 1942-43	1,743,1	2,777,0	2,50,22,5	1,504,8	2,285,8	2,11,76,2	815,3	1,351,4	1,27,27,5
Increase	112,2	208,9	28,11,7	533,9	639,4	1,00,35,0	..	23,2	3,25,4
Decrease	..	..	..	..	..	..	30,2	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3½″ gauge.

Railways and the earnings therefrom for the year 1943-44. (*In hundreds*)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" Gauge.
53,7	92,4	11,57,6	1,7	90,5	4,11,1	80,4	103,0	16,39,2	Bengal and Assam.
10,4	18,4	1,56,5	306,8	314,6	7,03,2	52,2	150,6	19,94,4	Bengal Nagpur.
22,2	57,6	17,78,0	225,6	244,2	16,89,5	208,3	233,7	83,55,7	Bombay, Baroda and Central India.
165,2	216,4	16,57,1	647,6	771,6	26,10,7	26,1	261,5	35,20,2	East Indian.
30,1	51,5	5,45,3	196,6	255,5	8,65,6	140,2	292,0	44,28,6	Great Indian Peninsula.
7,4	20,8	3,99,3	30,9	43,3	9,18,2	72,2	82,2	11,21,6	Madras and Southern Mahratta.
8,8	16,2	1,54,0	86,0	87,3	4,82,7	9	44,4	6,11,8	Nizam's State.
144,5	155,4	15,00,8	681,8	699,2	16,26,0	371,5	384,0	54,48,3	North Western.
9,0	13,2	2,79,0	10,4	11,1	5,09,5	5,1	45,7	17,87,0	South Indian.
451,3	641,9	76,27,6	2,187,4	2,517,3	98,16,5	956,9	1,597,1	2,89,56,8	Total.
									3' 3¼" Gauge.
35,9	71,8	*	58,2	58,8	*	29,5	118,5	*	Bengal and Assam.
37,5	38,3	2,34,5	43,2	66,4	2,30,7	1	8,1	48,8	Bikaner State.
44,1	94,7	*	138,6	245,5	*	332,7	507,9	*	Bombay, Baroda and Central India.
10,3	14,1	1,13,3	177,9	181,8	7,39,6	55,8	58,8	3,31,2	Jodhpur.
9,1	24,1	*	225,9	230,7	*	17,1	71,0	*	Madras and Southern Mahratta.
16,8	18,9	1,27,9	13,5	20,7	79,6	1,5	22,4	1,19,3	Mysore State.
4,9	7,6	*	9	16,0	*	1,1	23,2	*	Nizam's State.
189,8	205,5	11,67,4	32,0	33,6	99,6	11,8	286,7	32,84,3	Oudh and Tirhut.
7,0	12,0	*	132,2	132,5	*	171,5	172,6	*	South Indian.
355,4	487,0	16,43,1	822,4	986,0	11,49,5	671,1	1,269,2	37,83,6	Total.
									2' 6" and 2' 0" Gauges.
..	2	*	..	..	*	..	1	*	Bengal and Assam.
1,7	2,0	*	3,3	3,7	*	2,4	23,0	*	Bengal Nagpur.
4,0	5,2	*	1,4	4,0	*	1	2,9	*	Bombay, Baroda and Central India.
4	9	*	1	1	*	..	4,3	*	Great Indian Peninsula.
9	9	‡	1	1	‡	7	8	‡	Mysore State.
1,5	4,0	*	9	1,0	*	3,6	7,3	*	North Western.
8,5	13,2	..	5,8	8,9	..	6,8	38,4	..	Total.
815,2	1,142,1	92,70,7	3,015,6	3,512,2	1,09,66,0	1,634,8	2,904,7	3,27,40,4	Total, 1943-44.
789,0	1,025,9	78,50,9	3,801,7	4,365,3	1,23,41,7	1,898,6	3,341,3	3,60,74,5	Total, 1942-43.
26,2	116,2	14,19,8	..	..	..	..	..	..	Increase.
..	..	..	786,1	853,1	13,75,7	263,8	436,6	33,34,1	Decrease.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	15,7	32,6	7,03,1	66,8	86,4	6,75,9	..	..	..
Bengal Nagpur	7,8	82,8	9,47,2	85,1	98,8	6,66,4	3,059,6	3,160,2	86,41,3
Bombay, Baroda and Central India	6,2	102,5	29,57,3	90,1	153,8	11,52,2	..	54,2	3,39,7
East Indian	198,8	428,3	32,51,4	202,1	271,8	14,80,6	1,3	30,2	1,87,5
Great Indian Peninsula	40,2	144,6	25,25,7	88,6	131,5	8,90,9	23,4	291,7	27,00,3
Madras and Southern Mahratta	6,0	64,9	9,89,0	8,2	53,8	8,74,1	20,3	24,6	4,64,9
Nizam's State	3	3,9	2,16,1	33,7	34,5	4,34,2	3	2,2	24,7
North Western	75,9	223,5	46,60,0	208,1	266,9	15,18,2	3	26,9	4,36,6
South Indian	4,6	32,0	6,76,6	72,3	73,5	12,44,5	..	..	..
Total	355,5	1,115,1	1,69,23,4	855,0	1,171,0	89,37,0	3,105,2	3,590,0	1,27,95,5
3′ 3½″ Gauge.									
Bengal and Assam	12,9	52,8	*	22,1	24,1	*	..	..	..
Bikaner State	3,3	9,8	80,0	1,4	8,4	54,9	..	..	..
Bombay, Baroda and Central India	6,0	134,4	*	9,8	56,4	*	..	..	*
Jodhpur	3,8	16,1	1,75,1	1,5	7,9	45,5	..	..	..
Madras and Southern Mahratta	14,4	29,7	*	38,0	42,0	*	45,5	45,8	*
Mysore State	14,3	14,3	1,02,0	24,1	24,6	2,20,2	4,9	5,2	18,9
Nizam's State	13,9	15,9	*	9,5	11,2	*	..	1,6	*
Oudh and Tirhut	588,1	591,4	54,24,3	273,7	277,9	13,08,5	..	..	1
South Indian	17,6	29,8	*	48,8	51,3	*	..	..	..
Total	674,3	894,2	57,81,4	428,9	503,8	16,39,1	50,4	52,6	19,0
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	6	*	..	..	*	..	..	..
Bengal Nagpur	3	8,4	*	39,2	42,0	*	100,4	100,4	*
Bombay, Baroda and Central India	3	2,5	*	31,1	32,7	*	54,2	54,2	*
Great Indian Peninsula	1	2,5	*	1,9	2,3	*	..	..	*
Mysore State	6	6	‡	4,7	4,8	‡	..	..	‡
North Western	5	6,3	*	9,4	10,5	*	26,3	26,3	*
Total,	1,8	20,9	..	86,3	92,3	..	180,9	180,9	..
Total, 1943-44	1,031,6	2,030,2	2,27,078	1,370,2	1,767,1	1,05,76,1	3,336,5	3,823,5	1,28,14,5
Total, 1942-43	1,060,3	1,873,5	2,27,49,5	1,669,7	2,264,3	1,31,47,4	3,516,3	4,048,6	1,35,29,8
Increase	..	156,7	..	..	..	..	..	..	..
Decrease	28,7	..	41,7	299,5	497,2	25,71,3	179,8	225,1	7,15,3

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3½″ gauge.

Railways and the earnings therefrom for the year 1943-44. (*In hundreds*)—contd.

chandise—*contd.*

(12) Oil Seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign	† Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
9,9	17,1	4,63,7	5	4,4	56,1	40,2	71,8	33,74,2	Bengal and Assam.
57,7	105,0	12,89,6	8	13,1	4,58,5	6,9	20,1	10,51,8	Bengal Nagpur.
78,5	164,4	30,48,3	106,2	148,1	44,36,5	9,0	9,0	16,84,6	Bombay, Baroda and Central India.
168,1	304,8	39,96,7	4,2	65,7	16,50,7	4,8	50,1	15,36,5	East Indian.
165,0	351,8	52,17,7	96,7	163,2	58,53,2	104,2	107,4	52,79,9	Great Indian Peninsula.
140,9	267,5	71,15,9	6,8	21,4	8,81,8	6,1	29,4	9,48,4	Madras and Southern Mahratta.
138,4	165,3	24,52,1	2,3	20,8	12,64,7	1	7,7	1,74,8	Nizam's State.
426,9	477,0	52,60,7	234,6	274,7	1,00,41,1	53,3	54,4	42,59,7	North Western.
53,3	106,5	43,23,9	30,7	33,7	10,64,6	32,3	32,6	12,00,6	South Indian.
1,238,7	1,959,4	3,31,68,6	482,8	745,1	2,57,07,3	256,9	382,5	1,95,10,5	Total.
									3′ 3½″ Gauge.
16,9	34,0	*	3	1,1	*	20,2	54,4	*	Bengal and Assam.
43,5	62,6	4,87,8	1,0	1,0	11,9	..	1	4	Bikaner State.
68,1	201,8	*	22,4	84,1	*	2,6	19,0	*	Bombay, Baroda and Central India.
99,4	108,6	9,75,4	57,7	62,2	8,58,2	..	3,4	1,24,6	Jodhpur.
195,5	267,4	*	15,3	26,4	*	8,1	8,4	*	Madras and Southern Mahratta.
29,3	31,6	1,88,8	4,0	14,1	1,50,0	3,0	3,1	51,9	Mysore State.
98,1	103,0	*	41,4	41,8	*	4	8	*	Nizam's State.
92,5	100,1	6,46,2	3	6	14,1	3	10,1	2,39,1	Oudh and Tirhut.
247,9	286,1	*	31,3	47,9	*	4,2	4,2	*	South Indian.
891,2	1,195,2	22,98,3	173,7	279,2	10,34,2	38,8	103,5	4,16,0	Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	..	*	..	..	*	Bengal and Assam.
14,0	15,6	*	6	6	*	2	3,4	*	Bengal Nagpur.
15,7	16,6	*	10,5	10,5	*	..	..	*	Bombay, Baroda and Central India.
19,1	20,1	*	19,8	20,0	*	..	..	*	Great Indian Peninsula.
2,2	2,2	‡	..	..	‡	..	..	‡	Mysore State.
9	2,4	*	..	..	*	1	3	*	North Western.
51,9	56,9	..	30,9	31,1	..	3	3,7	..	Total.
2,181,8	3,211,5	3,54,66,9	687,4	1,055,4	2,67,41,5	296,0	489,7	1,99,26,5	Total, 1943-44.
2,313,7	3,399,7	3,70,37,5	735,7	1,308,5	2,97,64,0	233,9	376,5	1,56,81,4	Total, 1942-43.
..	..	..	..	..	..	62,1	113,2	42,45,1	Increase.
131,9	188,2	15,70,6	48,3	253,1	30,22,5	..	..	..	Decrease.

29.—*Statement of Principal Commoditeis carried by Class I*

Railway.	II.—Heavy Merchandise—*concld.* (15) Kerosine oil (in bulk). Originating on Home line whether local or Foreign.	† Total.	Earnings.	(16) Cement. Originating on Home line whether local or Foreign.	† Total.	Earnings.	(17) Total heavy merchandise. (Items 1 to 16). Originating on Home line whether local or Foreign.	† Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	2,6	6,4	1,76,8	1,7	39,1	7,39,8	453,6	828,1	1,35,87,5
Bengal Nagpur	..	1,7	22,1	4,5	127,6	15,37,2	4,098,4	4,758,9	2,54,68,3
Bombay, Baroda and Central India	3,7	3,8	1,39,5	145,3	150,2	17,70,0	1,051,4	1,801,9	3,75,77,4
East Indian	2,4	19,5	4,64,2	283,4	374,3	28,54,5	2,626,8	4,453,9	4,08,03,0
Great Indian Peninsula	22,3	22,8	6,23,2	293,9	320,4	20,69,9	1,764,1	3,154,8	4,22,51,8
Madras and Southern Mahratta	10,2	17,0	10,36,3	46,5	69,3	7,89,4	762,2	1,391,1	2,58,35,4
Nizam's State	..	2,6	41,1	1,6	17,6	1,86,4	422,1	732,0	1,01,91,7
North Western	11,3	11,3	5,41,5	225,7	232,7	18,03,1	4,682,8	5,208,8	6,31,06,6
South Indian	25,1	25,3	7,06,3	33,8	34,4	5,30,0	392,8	870,9	2,08,87,0
Total	77,6	110,4	37,51,0	1,036,4	1,345,6	1,22,80,3	16,254,2	23,200,4	27,97,09,2
3′ 3⅜″ Gauge.									
Bengal and Assam	1,7	6,5	*	6,0	46,7	*	546,4	850,0	*
Bikaner State	..	..	..	4	2,7	26,7	243,8	318,4	20,85,7
Bombay, Baroda and Central India	4	1,1	*	34,5	77,2	*	971,4	1,978,3	*
Jodhpur	..	..	1,4	3	5,0	42,2	555,6	656,3	48,47,5
Madras and Southern Mahratta	23,0	23,4	*	2,4	14,8	*	835,7	1,258,2	*
Mysore State	..	2,0	22,3	19,3	21,0	1,53,4	2,25,1	3,11,9	20,49,7
Nizam's State	5	7	*	9	4,0	*	328,9	437,5	*
Oudh and Tirhut	9	9,8	1,37,0	8	16,6	1,06,8	1,610,3	1,988,1	1,49,16,7
South Indian	16,2	17,0	*	29,5	33,3	*	1,203,9	1,352,1	*
Total	42,7	60,5	1,60,7	94,1	221,3	3,29,1	6,521,1	9,160,8	2,38,99,6
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	..	*	..	..	*	..	1,2	*
Bengal Nagpur	..	..	*	1	10,8	*	257,9	316,8	*
Bombay, Baroda and Central India	..	..	*	..	1,4	*	133,9	150,5	*
Great Indian Peninsula	..	..	*	..	3	*	53,2	70,7	*
Mysore State	..	..	‡	3	1,7	‡	20,1	22,0	‡
North Western	..	1	*	1	3,1	*	99,1	139,0	*
Total	..	1	..	5	17,3	..	564,2	700,2	..
Total, 1943-44	120,3	171,0	39,11,7	1,131,0	1,604,2	1,26,09,4	23,339,5	33,051,4	30,36,08,8
Total, 1942-43	159,9	249,5	50,52,5	1,416,0	1,981,1	1,54,19,0	24,792,9	34,917,9	30,04,40,5
Increase	..	..	..	..	..	..	..	..	31,68,3
Decrease	39,6	78,5	11,40,8	285,0	376,9	28,09,6	1,453,4	1,866,5	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3⅜″ Gauge.

Railways and the earnings therefrom for the year 1943-44. (In hundreds)—contd.

III. Light Merchandise.									
(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Homeline whether local or Foreign.	† Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
5	1,7	55,3	13,8	20,1	4,69,3	8,3	11,6	1,52,3	Bengal and Assam.
1	1	3,8	26,6	76,3	19,82,1	28,5	36,1	1,95,2	Bengal Nagpur.
5,2	5,3	1,18,8	172,0	184,9	1,07,55,0	231,0	237,1	14,01,6	Bombay, Baroda and Central India.
3	2,3	87,9	82,7	135,3	27,81,6	121,8	145,3	7,23,9	East Indian.
2	6	12,1	138,4	199,5	68,09,2	124,5	161,6	9,40,6	Great Indian Peninsula.
2	1,3	1,47,1	28,9	93,7	26,75,7	39,3	83,1	9,24,0	Madras and Southern Mahratta.
1,1	1,1	15,9	5,5	20,4	6,81,9	8,2	10,6	1,64,6	Nizam's State.
5,0	5,3	65,1	63,9	136,5	35,01,5	238,5	263,2	15,92,9	North Western.
8,7	10,6	3,60,4	57,8	70,2	27,67,9	12,9	27,1	4,05,3	South Indian.
21,3	28,3	8,66,4	589,6	935,9	3,24,24,2	813,0	975,7	65,00,4	Total.
									3′ 3⅜″ Gauge.
2,1	2,2	*	3,3	12,2	*	17,0	18,9	*	Bengal and Assam.
9	1,0	8,5	1,2	3,6	42,3	5,5	5,7	20,7	Bikaner State.
5	1,4	*	89,7	121,4	*	14,1	24,8	*	Bombay, Baroda and Central India.
41,2	41,3	2,94,2	6,6	23,1	5,26,8	11,4	13,7	89,2	Jodhpur.
7,9	8,3	*	25,2	49,6	*	47,4	92,1	*	Madras and Southern Mahratta.
1,2	2,7	22,2	7,3	12,5	1,31,1	1,6	2,4	14,7	Mysore State.
4	4	*	7,2	11,4	*	7,0	7,7	*	Nizam's State.
4	5	12,1	40,5	73,1	14,30,0	28,4	30,3	1,95,0	Oudh and Tirhut.
7,8	9,4	*	74,4	83,3	*	31,0	32,9	*	South Indian.
62,4	67,2	3,37,0	255,4	390,2	21,30,2	163,4	228,5	3,19,6	Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	1	2	*	..	..	*	Bengal and Assam.
..	1	*	5,4	10,1	*	10,2	13,4	*	Bengal Nagpur.
5	5	*	1	9	*	2,2	2,2	*	Bombay, Baroda and Central India.
..	..	*	6	1,3	*	1,5	14,7	*	Great Indian Peninsula.
..	..	‡	3	4	‡	3	3	‡	Mysore State.
3	3	*	..	2,9	*	3,4	5,4	*	North Western.
8	9	..	6,5	15,8	..	17,6	36,0	..	Total.
84,5	96,4	12,03,4	851,5	1,342,9	3,45,54,4	994,0	1,249,2	68,20,0	Total, 1943-44.
114,2	131,9	15,66,6	818,7	1,309,0	3,19,43,7	992,3	1,273,3	67,55,6	Total, 1942-43.
..	..	..	32,8	33,9	26,10,7	1,7	..	64,4	Increase.
29,7	35,5	3,63,2	..	..	..	..	33,1	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

III Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc.			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	53,2	64,7	6,98,1	7,4	18,5	4,46,7	215,9	439,4	71,53,8
Bengal Nagpur	27,5	55,4	10,36,1	9,0	20,3	2,61,7	11,2	44,0	3,87,0
Bombay, Baroda and Central India	43,4	82,9	22,21,0	11,0	71,5	30,19,5	..	..	..
East Indian	980,8	1,027,7	26,70,3	204,5	234,4	27,52,8	11,3	72,5	3,62,9
Great Indian Peninsula	52,3	97,0	13,98,8	71,8	171,2	25,01,3	..	2	2,8
Madras and Southern Mahratta	53,7	107,4	16,49,7	47,2	65,3	17,27,1	(§)	(§)	(§)
Nizam's State	4,6	10,3	3,37,6	2,6	11,5	3,17,1	..	..	6
North Western	259,0	320,0	30,22,9	233,9	279,9	33,81,7	1	1	3,3
South Indian	68,5	89,6	17,72,7	28,7	35,9	8,95,9	..	..	..
Total	1,543,0	1,855,0	1,48,07,2	616,1	908,5	1,52,03,8	238,5	556,2	79,10,4
3′ 3⅜″ Gauge.									
Bengal and Assam	46,0	58,3	*	18,7	30,0	*	237,1	241,2	*
Bikaner State	1,0	6,0	38,5	6,0	9,8	91,7	..	..	3
Bombay, Baroda and Central India	121,1	154,0	*	19,0	122,9	*	..	..	..
Jodhpur	6,6	22,7	2,23,3	5,6	15,5	1,28,1	..	..	..
Madras and Southern Mahratta	43,5	50,8	*	69,5	92,2	*	§	§	§
Mysore State	60,0	66,3	2,16,0	3,8	5,5	38,3	..	..	..
Nizam's State	76,4	78,4	*	9,9	15,2	*	..	..	*
Oudh and Tirhut	1,312,0	1,315,8	17,06,9	153,6	154,5	11,62,1	9,2	26,4	3,21,2
South Indian	156,5	173,6	*	40,5	49,8	*	..	..	..
Total	1,823,1	1,925,9	21,84,7	326,6	495,4	14,20,2	246,3	2,67,6	3,21,5
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	..	..	*	..	..	*	..	..	*
Bengal Nagpur	4,3	6,6	*	1,9	3,2	*	..	..	*
Bombay, Baroda and Central India	3,5	3,8	*	2	1,2	*	..	..	..
Great Indian Peninsula	1	2	*	15,1	17,8	*	..	..	*
Mysore State	7,2	7,4	‡	1,3	1,3	‡	..	..	..
North Western	22,6	23,9	*	7	10,5	*	..	..	*
Total	37,7	41,9	..	19,2	34,0	..	..	..	..
Total, 1943-44	3,403,8	3,822,8	1,69,91,9	961,9	1,437,9	1,67,24,0	484,8	823,8	82,31,9
Total, 1942-43	3,519,3	3,891,1	1,51,16,1	938,4	1,403,9	1,54,22,3	515,7	769,3	78,24,6
Increase	..	..	18,75,8	23,5	34,0	13,01,7	..	54,5	4,07,3
Decrease	115,5	68,3	..	..	..	..	30,9	..	..

* Shown under 5′ 6″ gauge.
† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.
§ Included under "Other Commodities."
‡ Shown under 3′ 3⅜″ Gauge.

Railways and the earnings therefrom for the year 1943-44. (In hundreds)—contd.

Merchandise—*contd.*

(7) Jute manufactured.			(8) Iron and Steel, wrought.			(9) Kerosine oil in tins.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
94	95	96	97	98	99	100	101	102	103
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
25,8	27,9	3,35,2	21,5	84,6	6,02,8	48,5	79,9	14,24,6	Bengal and Assam.
48,2	61,0	12,95,7	580,9	605,3	57,51,4	4,0	40,3	12,20,2	Bengal Nagpur.
8,8	18,0	7,49,6	29,0	43,6	13,50,2	23,2	23,7	10,42,9	Bombay, Baroda and Central India.
7,6	8,7	2,88,2	303,8	458,8	62,50,2	4,2	59,8	8,18,3	East Indian.
24,6	58,4	11,93,7	43,1	163,4	29,03,9	133,2	134,8	48,30,5	Great Indian Peninsula.
18,4	37,8	8,19,0	22,0	84,8	18,72,9	2,1	14,6	5,82,9	Madras and Southern Mahratta.
5,6	11,9	2,49,1	4,2	15,4	3,03,1	1	8,2	1,90,3	Nizam's State.
67,6	115,6	24,79,3	76,9	134,7	18,44,0	28,9	29,1	11,04,9	North Western.
6,3	10,7	4,09,7	6,7	20,3	6,61,7	3,1	3,2	93,3	South Indian.
212,9	350,0	78,19,5	1,088,1	1,610,9	2,15,40,2	247,3	393,6	1,13,07,9	Total.
									3′ 3⅜″ Gauge.
15,3	21,6	*	9,1	18,8	*	40,4	53,5	*	Bengal and Assam.
..	..	2	4	1,3	9,8	..	7	5,5	Bikaner State.
12,2	26,7	*	7,6	23,3	*	5	16,9	*	Bombay, Baroda and Central India.
4,8	12,5	1,35,7	2,1	12,5	2,11,8	2	4,5	1,06,1	Jodhpur.
8,9	19,9	*	11,0	33,1	*	17,9	18,1	*	Madras and Southern Mahratta.
4,1	72	56,8	22,9	28,0	1,98,8	1,1	3,7	31,2	Mysore State.
3,4	7,7	*	3,2	6,7	*	3	2,2	*	Nizam's State.
20,9	41,4	5,84,8	16,7	34,6	3,76,4	5,2	22,7	3,29,7	Oudh and Tirhut.
21,7	23,5	*	19,7	29,5	*	5,1	6,0	*	South Indian.
91,3	160,5	7,77,5	92,7	187,8	7,96,8	70,7	128,3	4,72,5	Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	..	*	..	..	*	Bengal and Assam.
2,0	3,2	*	1,3	3,2	*	1,1	4,8	*	Bengal Nagpur.
5	1,2	*	5	8	*	2	8	*	Bombay, Baroda and Central India.
2	5	*	9	1,3	*	1,1	1,9	*	Great Indian Peninsula.
4	5	‡	3	5	‡	2	2	‡	Mysore State.
6	1,0	*	5	1,1	*	1	8	*	North Western.
3,7	6,4	..	3,5	6,9	..	2,7	8,5	..	Total.
307,9	516,9	85,97,0	1,184,3	1,805,6	2,23,37,0	320,7	530,4	1,17,80,4	Total, 1943-44.
430,0	811,4	1,24,43,3	1,192,8	1,861,3	2,44,83,4	307,6	488,4	1,07,45,2	Total, 1942-43.
..	..	..	..	..	..	13,1	42,0	10,35,2	Increase.
122,1	294,5	38,46,3	8,5	55,7	21,46,4	..	..	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light					
	(10) Petrol in tins.			(11) Tobacco.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
104	105	106	107	108	109	110
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	2,9	4,2	1,91,1	7,0	18,7	6,52,1
Bengal Nagpur	2,0	2,4	42,5	8,3	30,2	9,73,3
Bombay, Baroda and Central India	2,5	2,5	2,94,2	22,0	26,0	8,62,3
East Indian	13,4	16,1	2,10,3	19,9	38,7	8,87,7
Great Indian Peninsula	5,3	6,0	2,52,8	6,0	31,6	10,65,2
Madras and Southern Mahratta	1,3	2,3	66,6	43,9	58,1	15,40,9
Nizam's State	2	3	13,1	1,5	11,5	3,57,6
North Western	6,3	6,5	2,54,0	21,7	30,5	7,68,1
South Indian	5	5	15,5	12,0	17,6	4,52,1
Total	3,44	40,8	13,40,1	142,3	262,9	75,59,3
3′ 3¼″ Gauge.						
Bengal and Assam	5,8	6,9	*	20,3	22,5	*
Bikaner State	..	4	2,5	3	1,0	11,7
Bombay, Baroda and Central India	2,5	5,4	*	6,7	11,7	*
Jodhpur	3	8	24,2	1,1	3,2	64,6
Madras and Southern Mahratta	1,1	1,3	*	18,4	23,6	*
Mysore State	7	7	9,5	4,3	6,1	67,4
Nizam's State	4	4	*	2,6	4,1	*
Oudh and Tirhut	8	3,1	85,4	15,2	18,6	3,76,3
South Indian	6	7	*	8,1	11,7	*
Total	12,2	19,7	1,21,6	77,0	102,5	5,20,0
2′ 6″ and 2′ 0″ Gauges.						
Bengal and Assam	..	..	*	..	3	*
Bengal Nagpur	6	7	*	3,7	5,6	*
Bombay, Baroda and Central India	..	1	*	1	1	*
Great Indian Peninsula	..	..	*	..	2	*
Mysore State	..	..	‡	3	5	‡
North Western	4	9	*	..	5	*
Total	1,0	1,7	..	4,1	7,2	..
Total, 1943-44	47,6	62,2	14,61,7	223,4	3,72,6	80,79,3
Total, 1942-43	46,7	58,0	16,81,6	313,2	523,6	1,05,24,1
Increase	9	4,2	..	..	..	..
Decrease	..	..	2,19,9	89,8	151,0	24,44,8

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3¼″ gauge.

Railways and the earnings therefrom for the year 1943-44. (In hundreds)—contd.

Merchandise—*concld.*

(12) Provisions.			(13) Vegetable oils.			(14) Total light merchandise. (Items 1 to 13.)			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
111	112	113	114	115	116	117	118	119	120
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
34,7	156,5	66,02,7	5,6	16,3	5,96,3	445,1	944,1	1,93,80,3	Bengal and Assam.
52,4	99,9	26,04,2	25,5	56,6	11,32,6	824,2	1,127,9	1,68,85,8	Bengal Nagpur.
104,5	159,7	45,91,0	31,6	39,0	11,29,8	684,2	894,2	2,75,35,9	Bombay, Baroda and Central India.
80,6	129,0	34,86,8	52,4	73,4	12,83,5	1,883,3	2,402,0	2,26,04,4	East Indian.
78,2	173,6	41,14,3	63,5	111,5	31,67,1	741,1	1,309,4	2,91,92,3	Great Indian Peninsula.
51,8	139,8	38,55,1	34,0	76,7	14,79,0	342,3	764,9	1,73,40,0	Madras and Southern Mahratta.
19,4	38,2	7,72,7	16,9	33,9	5,46,4	69,9	173,3	39,50,0	Nizam's State.
103,2	128,9	39,85,6	40,0	67,4	10,98,2	1,154,0	1,517,7	2,31,01,5	North Western.
134,9	172,0	47,95,5	58,0	63,6	10,22,1	398,1	521,3	1,36,52,1	South Indian.
659,7	1,197,6	3,48,07,9	333,5	538,4	1,14,55,0	6,542,7	9,654,8	17,36,42,3	Total.
									3′ 3¾″ Gauge.
151,3	168,7	*	12,9	34,0	*	579,3	688,8	*	Bengal and Assam.
7	2,0	18,9	1,0	2,2	16,9	17,0	33,7	2,67,5	Bikaner State.
26,4	85,4	*	12,0	27,7	*	312,3	621,6	*	Bombay, Baroda and Central India.
6,0	23,6	4,10,5	2,0	4,9	61,2	87,9	178,3	22,75,7	Jodhpur.
59,3	115,1	*	27,0	38,9	*	337,1	543,0	*	Madras and Southern Mahratta.
57,5	69,7	5,43,5	6,5	9,0	71,4	171,0	213,8	14,00,9	Mysore State.
6,3	14,1	*	15,0	17,0	*	132,1	165,3	*	Nizam's State.
59,8	83,2	14,97,6	3,0	3,7	47,3	1,665,7	1,807,9	81,24,8	Oudh and Tirhut.
126,5	157,9	*	26,5	28,7	*	518,4	607,0	*	South Indian.
493,8	719,7	24,70,5	105,9	166,1	1,96,8	3,820,8	4,859,4	1,20,68,9	Total.
									2′ 6″ and 2′ 0″ Gauges.
1,5	1,6	*	..	..	*	1,6	2,1	*	Bengal and Assam.
12,9	20,7	*	2,1	2,9	*	45,5	74,5	*	Bengal Nagpur.
10,8	13,3	*	2,6	2,9	*	21,2	27,8	*	Bombay, Baroda and Central India.
1,1	2,3	*	6	7	*	21,2	40,9	*	Great Indian Peninsula.
4,6	4,8	‡	1	1	‡	15,0	16,9	‡	Mysore State.
2,6	4,2	*	1	1,0	*	31,3	52,5	*	North Western.
33,5	46,9	..	5,5	7,6	..	135,8	213,8	..	Total.
1,187,0	1,964,2	3,72,78,4	447,9	712,1	1,16,51,8	10,499,3	14,728,0	18,57,11,2	Total, 1943-44.
1,180,3	2,015,9	3,58,18,1	459,9	719,5	1,14,05,6	10,829,1	15,256,6	18,57,30,2	Total, 1942-43.
6,7	..	14,60,3	..	..	2,46,2	..	..	..	Increase.
..	51,7	..	12,0	7,4	..	329,8	528,6	19,0	Decrease.

29.—Statement of Principal Commodities carried by Class I

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
121	122	123	124	125	126	127	128	129	130
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	217,3	465,4	1,30,36,9	1,116,0	2,237,6	4,60,04,7	906,4	1,385,9	2,08,07,5
Bengal Nagpur	1,857,4	2,071,5	2,06,51,4	6,780,0	7,958,3	6,30,06,0	864,5	1,187,0	1,14,11,3
Bombay, Baroda and Central India	661,9	777,7	1,67,32,1	2,397,5	3,473,8	8,18,45,4	376,2	530,5	70,00,1
East Indian	1,744,3	2,295,6	4,04,91,5	6,254,4	9,151,5	10,38,98,9	1,228,4	2,179,4	2,46,59,7
Great Indian Peninsula	1,123,9	1,443,7	2,87,36,7	3,629,1	5,907,9	10,01,80,8	1,817,5	2,666,8	4,12,38,4
Madras and Southern Mahratta	420,0	708,4	99,51,7	1,525,0	2,864,4	5,31,27,1	320,4	711,4	68,21,4
Nizam's State	109,0	183,9	28,59,9	601,0	1,089,2	1,70,01,6	76,0	332,9	27,29,9
North Western	1,152,3	1,459,0	2,91,17,8	6,989,1	8,185,5	11,53,25,9	2,653,9	3,088,1	2,42,21,6
South Indian	301,7	401,2	1,02,59,3	1,092,6	1,793,4	4,47,98,4	260,5	304,7	27,26,7
Total	7,587,1	9,806,4	17,18,37,3	30,384,7	42,661,6	62,51,88,8	8,503,8	12,386,7	14,16,16,6
3′ 3¼″ Gauge.									
Bengal and Assam	225,7	329,9	*	1,351,4	1,868,7	*	2,209,1	2,689,5	*
Bikaner State	34,9	45,0	4,54,4	2[illegible]5,7	397,1	28,07,6	1	1,2	7,2
Bombay, Baroda and Central India	210,5	386,2	*	1,494,2	2,986,1	*	57,5	207,2	*
Jodhpur	79,7	114,6	17,86,6	723,2	949,2	89,09,8	94,4	136,5	4,72,9
Madras and Southern Mahratta	163,4	247,8	*	1,336,2	2,049,0	*	78,8	140,8	*
Mysore State	63,1	147,2	26,23,3	459,2	672,9	60,73,9	35,7	66,4	2,89,1
Nizam's State	74,1	109,7	*	535,1	712,5	*	38,7	76,4	*
Oudh and Tirhut	144,2	334,8	43,80,1	3,420,2	4,130,8	2,74,21,6	393,6	406,0	17,35,4
South Indian	233,6	349,5	*	1,955,9	2,308,6	*	76,0	125,4	*
Total	1,229,2	2,064,7	92,44,4	11,571,1	16,074,9	4,52,12,9	2,983,9	3,849,4	25,04,6
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	2	5	*	1,8	3,8	*	..	..	*
Bengal Nagpur	76,3	84,6	*	379,7	475,9	*	76,5	118,2	*
Bombay, Baroda and Central India	24,1	27,0	*	179,2	205,3	*	9	9	*
Great Indian Peninsula	3,9	5,4	*	78,3	117,0	*	14,6	14,6	*
Mysore State	10,0	11,0	‡	45,1	49,0	‡	1,1	1,5	‡
North Western	40,4	68,6	*	170,8	260,1	*	49,3	87,0	*
Total	154,9	197,1	..	§854,9	1,111,1	..	143,0	222,2	..
Total, 1943-44	8,971,9	12,068,2	18,10,81,7	42,810,7	59,847,6	67,04,01,7	11,630,7	16,458,3	14,41,21,2
Total, 1942-43	9,542,5	13,159,2	17,92,21,2	45,161,5	§63,333,7	66,53,91,9	9,373,3	12,975,9	10,10,97,1
Increase	..	..	18,60,5	..	..	50,09,8	2,257,4	3,582,4	4,30,24,1
Decrease	570,6	1,091,0	..	2,353,8	3,486,1	..	..	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3¼″ gauge.

§ Revised figure.

Railways and the earnings therefrom for the year 1943-44. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
131	132	133	134	135	136	137	138	139	140
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
1,5	1,6	1,14,9	171,5	177,5	3,09,3	9,2	522,1	23,63,5	Bengal and Assam.
24,0	25,3	3,16,8	199,0	220,9	11,01,8	1,325,0	1,325,0	36,53,9	Bengal Nagpur.
49,5	73,2	37,43,5	51,2	59,0	2,30,1	17,9	490,5	16,14,2	Bombay, Baroda and Central India.
24,0	33,2	10,67,9	779,6	785,8	8,96,1	2,019,8	2,019,8	66,49,1	East Indian.
40,0	41,1	6,15,1	211,9	273,4	10,20,9	900,3	1,462,3	44,17,4	Great Indian Peninsula.
9,9	11,0	2,74,7	73,1	110,8	3,34,9	105,4	608,0	32,14,3	Madras and Southern Mahratta.
3	5	57,2	3	6,8	44,3	161,7	161,7	3,27,7	Nizam's State.
51,2	51,8	12,06,1	283,6	283,9	4,31,9	44,0	1,403,8	62,57,1	North Western.
2,3	3,0	1,45,8	37,2	37,4	21,3	29,1	116,6	7,41,3	South Indian.
202,7	240,7	75,42,0	1,807,4	1,955,5	43,90,6	4,612,4	8,109,8	2,92,38,5	Total.
									3′ 3½″ Gauge.
2,9	3,4	*	84,7	86,1	*	122,5	461,8	*	Bengal and Assam.
3	5	12,7	..	..	..	..	23,5	45,7	Bikaner State.
36,6	42,1	*	32,1	46,3	*	9,1	276,4	*	Bombay, Baroda and Central India.
1,7	2,2	59,6	6,3	11,3	36,8	5,0	74,0	1,84,3	Jodhpur.
4,5	5,0	*	4,9	23,6	*	216,7	217,7	*	Madras and Southern Mahratta.
1,7	3,3	46,3	12,3	12,7	30,5	8	63,1	80,5	Mysore State.
2,0	2,1	*	..	1,4	*	34,1	34,1	*	Nizam's State.
6,4	7,2	1,34,5	55,9	56,2	1,60,3	85,7	300,3	5,93,0	Oudh and Tirhut.
2,3	2,3	*	23,4	23,5	*	123,3	189, 4	*	South Indian.
58,4	68,4	2,53,1	219,6	2,61,1	2,27,6	597,2	1,640,3	9,03,5	Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	..	..	*	..	..	*	Bengal and Assam.
1	1	*	16,3	16,3	*	87,7	89,0	*	Bengal Nagpur.
..	..	*	1,0	1,0	*	2	3	*	Bombay, Baroda and Central India.
..	..	*	2	2	*	..	..	*	Great Indian Peninsula.
..	..	‡	1	1	‡	..	6	‡	Mysore State.
5	6	*	20,4	21,6	*	11,4	11,4	*	North Western.
6	7	..	38,0	39,2	..	99,3	101,3	..	Total.
261,7	309,8	77,95,1	2,065,0	2,255,8	46,18,2	5,308,9	9,851,4	3,01,42,0	Total, 1943-44.
208,6	251,3	63,41,1	1,906,4	2,070,4	39,11,5	5,020,3	8,963,8	2,72,56,4	Total, 1942-43.
53,1	58,5	14,54,0	158,6	185,4	7,06,7	288,6	887,6	28,85,6	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1943-44.* (*In hundreds*)—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
141	142	143	144	145	146	147	148	149	150
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal and Assam	393,6	467,9	12,57,4	402,8	990,0	36,20,9	2,660,1	5,747,7	7,33,68,7
Bengal Nagpur	553,9	567,2	4,80,4	1,878,9	1,892,2	41,34,3	16,375,8	18,295,4	10,80,97,8
Bombay, Baroda and Central India	255,9	270,1	2,62,1	272,9	760,6	18,76,3	3,410,7	6,250,8	10,30,60,5
East Indian	1,671,6	1,722,3	16,02,1	3,691,4	3,742,1	82,51,2	22,843,6	27,672,3	20,22,76,0
Great Indian Peninsula	1,149,2	1,149,2	5,23,4	2,049,5	2,611,5	4,940,8	8,533,8	14,278,7	16,26,24,3
Madras and Southern Mahratta	214,8	217,9	2,64,3	320,2	825,9	34,78,6	2,383,0	5,332,6	7,02,15,3
Nizams' State	54,4	57,6	1,25,9	216,1	219,3	4,53,6	1,759,1	2,618.6	2,43,09,7
North Western	1,565,5	1,588,4	9,34,2	1,609,5	2,992,2	71,91,3	12,211,9	16,417,7	15,70,64,0
South Indian	263,3	269,3	2,18,4	292,4	385,9	9,59,7	1,734,6	2,605,6	4,97,48,1
Total	6,121,3	6,309,9	56,68,2	10,733,7	14,419,7	3,49,06,7	7,19,12,6	99,219,4	95,07,64,4
3′ 3⅜″ GAUGE.									
Bengal and Assam	599,9	634,6	*	722,4	1,096,4	*	4,438,6	5,960,3	*
Bikaner State	22,9	25,4	27,0	22,9	48,9	72,7	378,8	509,2	30,19,3
Bombay, Baroda and Central India	99,1	120,3	*	108,2	396,7	*	1,855,5	4,460,0	*
Jodhpur	99,6	103,9	62,6	104,6	177,9	2,46,9	964,0	1,333,5	98,73,4
Madras and Southern Mahratta	74,0	76,6	*	290,7	294,3	*	1,848,4	2,843,9	*
Mysore State	8,5	9,3	11,0	9,3	72,4	91,5	589,6	939	69,23,1
Nizam's State	85,7	87,1	*	119,8	121,2	*	723,2	1,058,7	*
Oudh and Tirhut	206,0	207,8	1,80,6	291,7	508,1	7,73,6	4,407,1	5,449,7	3,11,85,3
South Indian	730,9	743,6	*	854,2	933,0	*	2,983,9	3,510,3	*
Total	1,926,6	2,008,6	2,81,2	2,523,8	3,648,9	11,84,7	18,189,1	26,074,5	5,10,01,1
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal and Assam	..	..	*	..	..	*	1,8	3,8	*
Bengal Nagpur	108,7	109,1	*	196,4	198,1	*	827,1	972,7	*
Bombay, Baroda and Central India	8,8	9,0	*	9,0	9,3	*	210,8	238,8	*
Great Indian Peninsula	..	..	*	..	..	*	94,3	138,9	*
Mysore State	5	5	‡	5	1,1	‡	59,9	64,8	‡
North Western	51,9	54,5	*	63,3	65,9	*	388,9	541,2	*
Total	169,9	173,1	..	269,2	274,4	..	1,582,8	1,960,2	..
Total, 1943-44	8,217,8	8,491,6	59,49,4	13,526,7	18,343,0	3,60,91,4	91,684,5	127,254,1	§1,00,17,65,5
Total, 1942-43	7,509,4	7,750,2	54,89,8	12,529,7	16,714,0	3,27,46,2	‖90,947,7	‖126,390,4	§94,59,91,1
Increase	708,4	741,4	4,59,6	997,0	1,629,0	33,45,2	736,8	863,7	5,57,74,4
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.
† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.
‡ Shown under 3′ 3⅜″ gauge,
§ Exclusive of ferry earnings of B. & A; B. N., E. I., M. & S. M., O. & T. and S. I. Railways.
‖ Revised figures.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1943-44.

30.—*Analysis of Operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A.I. (1110).—Administrative and Executive officers.			A. I. (1120).—Subordinate supervising staff.			A. I. (1130).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5′ 6″ Gauge.									
Bengal and Assam	3,19,216	220·7	0·49	2,01,574	139·4	0·31	3,45,417	238·8	0·54
Bengal-Nagpur	5,45,886	179·3	0·46	5,90,634	194·0	0·50	7,04,211	231·3	0·60
Bombay, Baroda and Central India	2,54,794	148·6	0·42	3,49,393	203·8	0·58	3,54,974	207·0	0·58
East Indian	7,78,608	126·6	0·38	10,48,809	170·5	0·51	9,03,503	146·8	0·44
Great Indian Peninsula	6,67,194	145·5	0·42	6,96,277	151·9	0·44	9,62,973	210·0	0·61
Madras and Southern Mahratta	2,39,089	155·4	0·50	2,00,321	130·2	0·42	2,55,750	166·1	0·53
Nizam's State	92,528	142·0	0·81	80,678	123·8	0·71	1,21,220	186·0	1·06
North Western	9,03,456	110·2	0·54	11,63,990	142·0	0·70	8,90,483	108·6	0·54
South Indian	1,00,350	134·9	0·55	92,167	123·9	0·50	1,06,378	143·0	0·58
3′ 3½″ Gauge.									
Bengal and Assam	2,58,700	98·1	0·33	2,73,651	103·7	0·35	3,12,928	118·6	0·39
Bikaner State	48,403	87·2	1·41	30,404	54·8	0·88	19,721	35·5	0·57
Bombay, Baroda and Central India	2,23,584	135·9	0·55	3,02,419	183·9	0·74	2,97,687	181·0	0·73
Jodhpur	90,603	117·9	0·80	79,672	103·6	0·71	63,166	82·2	0·56
Madras and Southern Mahratta	2,08,261	127·8	0·79	1,56,254	95·9	0·59	1,76,000	108·0	0·67
Mysore State	42,724	93·8	0·55	46,860	102·9	0·59	41,394	90·9	0·53
Nizam's State	67,972	148·6	0·85	71,428	156·1	0·89	93,636	204·6	1·17
Oudh and Tirhut	2,45,377	71·5	0·77	1,58,589	46·2	0·51	1,77,744	51·8	0·56
South Indian	2,92,735	198·2	0·78	2,89,494	196·0	0·77	2,99,035	202·5	0·80
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	1,052	43·7	0·46	93	3·86	0·04	514	21·4	0·23
Bengal-Nagpur	56,536	91·3	0·71	87,170	140·8	1·10	76,513	123·6	0·97
Bombay, Baroda and Central India	19,270	197·3	2·64	9,726	99·6	1·33	2,705	27·7	0·37
Great Indian Peninsula	2,424	19·4	0·48	8,556	68·3	1·69	8,416	67·2	1·66
Mysore State	2,781	44·3	0·69	3,051	48·6	0·76	2,695	42·9	0·68
North Western	70,456	134·5	1·01	77,454	147·8	1·11	67,576	129·0	0·97

STRUCTURAL WORKS.

A. I.—(1200—1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL ADMINISTRATION—TOTAL.			A. II-(2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A. II-(2120 &2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" GAUGE.
1,81,463	125·5	0·28	10,47,670	724·4	1·62	15,58,138	1,077·3	2·41	98,751	141·0	0·15	B. & A.
3,84,328	126·2	0·33	22,25,059	730·7	1·89	29,13,514	956·8	2·47	3,58,669	1·95	0·30	B. N.
2,42,015	141·1	0·40	12,01,176	700·5	1·98	15,71,221	916·4	2·59	1,66,426	129·2	0·28	B., B. & C. I.
6,06,850	98·6	0·30	33,37,770	542·5	1·63	58,37,999	948·9	2·86	5,26,199	114·2	0·26	E. I.
5,55,995	121·3	0·35	28,82,439	628·7	1·82	49,10,928	1,071·1	3·10	2,07,507	93·5	0·13	G. I. P.
1,55,298	100·9	0·33	8,50,458 (a)	552·6	1·78	14,12,792	918·1	2·95	1,37,243	125·9	0·29	M. & S. M.
38,214	58·6	0·33	3,32,640	510·4	2·91	8,87,171	1,361·2	7·77	22,615	71·5	0·20	N. S.
4,71,548	57·5	0·28	34,29,477	418·3	2·06	54,06,632	659·4	3·25	2,46,735	63·6	0·15	N. W.
61,494	82·6	0·34	3,60,389	484·3	1·97	4,43,216	595·6	2·43	39,584	82·4	0·22	S. I.
												3' 3¾" GAUGE.
2,01,800	76·5	0·25	10,47,079	396·9	1·32	24,26,373	919·7	3·03	1,30,893	40·2	0·17	B. & A.
17,658	31·8	0·51	1,16,186	209·3	3·37	4,55,795	821·0	13·2	5,307	84·7	0·15	Bk. S.
1,80,157	109·5	0·44	10,03,847	610·3	2·46	16,36,073	994·7	4·01	63,601	62·7	0·16	B., B. & C. I.
43,827	60·9	0·42	2,80,268	364·6	2·49	4,70,627	612·2	4·18	20,782	99·3	0·19	Jodhpur.
90,195	55·3	0·34	6,68,923 (a)	410·4	2·54	13,39,994	822·2	5·09	80,722	68·0	0·31	M. & S. M.
9,573	21·0	0·11	1,40,551	303·6	1·78	4,94,400	1,035·5	6·33	22,431	65·0	0·29	M. S.
31,828	69·6	0·40	2,64,864	578·9	3·31	6,72,095	1,468·8	8·39	20,080	63·4	0·25	N. S.
1,63,363	47·6	0·52	7,45,073	217·0	2·36	12,87,285	374·9	4·08	74,147	*	0·24	Q. & T.
1,82,851	123·8	0·48	10,64,115	720·4	2·83	11,51,347	779·5	3·07	62,168	49·8	0·16	S. I.
												2' 6" & 2' 0" GAUGES.
387	16·1	0·17	2,046	85·0	0·90	18,332	761·6	8·03	16	3·47	0·01	B. & A.
27,039	43·7	0·34	2,47,258	399·5	3·12	5,81,650	939·7	7·34	45,111	0·96	0·57	B. N.
1,793	18·4	0·25	33,494	343·0	4·59	72,811	745·6	9·98	2,885	32·7	0·40	B., B. & C. I.
2,892	23·1	0·57	22,288	178·0	4·40	90,603	723·4	17·9	1,276	12·2	0·25	G. I. P.
623	9·91	0·16	9,150	145·7	2·29	31,027	494·0	7·78	1,460	4·28	0·37	M. S.
43,342	82·7	0·62	2,58,828	494·0	3·71	4,53,779	866·0	6·52	37,448	65·2	0·54	N. W.

(a) Includes expenditure booked under "Furniture and office equipment" (A. 2230—of the Capital and Revenue Accounts) B. G. Rs. 570 M. G. Rs. 87.

* Information not available.

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2150)—Service buildings—Ordinary, repairs and maintenance.			A. II-(2160)—Residential Staff-quarters—ordinary, repairs and maintenance.			A. II (2140, 2170, 2180 and 2190) —Other items—Ordinary, repairs and maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Per centage of total working expenses.
	23	24	25	26	27	28	29	30	31
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal and Assam	2,16,767	4·21	0·34	4,07,754	6·64	0·63	2,34,549	162·2	0·36
Bengal-Nagpur	4,69,301	0·09	0·40	13,03,017	0·11	1·11	3,63,305	119·3	0·31
Bombay, Baroda and Central India	4,64,074	*	0·76	5,16,507	*	0·85	59,831	34·9	0·10
East Indian	†12,51,314	7·74	0·61	20,33,166	7·96	0·99	4,60,409	*	0·23
Great Indian Peninsula	5,55,573	4·59	0·35	6,93,394	6·70	0·44	3,49,511	76·2	0·22
Madras and Southern Mahratta	1,24,437	2·64	0·26	1,24,736	2·46	0·26	71,930	46·8	0·15
Nizam's State	28,438	*	0·25	87,525	*	0·77	26,512	40·7	0·23
North Western	7,28,586	1·28	0·44	8,06,766	2·48	0·48	1,63,841	20·0	0·10
South Indian	32,008	2·32	0·17	29,533	1·69	0·16	12,324	16·6	0·07
3′ 3¾″ Gauge.									
Bengal and Assam	1,90,279	10·8	0·24	5,55,364	17·4	0·70	4,87,107	184·6	0·61
Bikaner State	12,362	2·80	0·36	25,455	2·90	0·74	2,213	3·99	0·07
Bombay, Baroda and Central India	3,25,375	9·05	0·80	2,79,240	4·19	0·68	68,332	41·5	0·17
Jodhpur	14,854	1·43	0·13	56,894	3·51	0·51	10,544	13·7	0·09
Madras and Southern Mahratta	59,561	3·32	0·22	81,042	2·07	0·31	61,759	37·9	0·24
Mysore State	20,532	1·97	0·26	28,489	2·44	0·36	11,286	24·8	0·14
Nizam's State	11,101	*	0·14	47,544	*	0·59	9,701	21·2	0·12
Oudh and Tirhut	1,45,242	*	0·46	1,57,237	*	0·49	2,62,397	76·4	0·83
South Indian	1,09,588	2·27	0·29	1,45,096	2·71	0·39	72,037	48·8	0·19
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	560	2·44	0·25	799	2·96	0·35	577	24·0	0·25
Bengal-Nagpur	49,078	0·10	0·62	1,11,684	0·14	1·41	26,884	43·4	0·34
Bombay, Baroda and Central India	1,804	*	0·25	4,674	*	0·64	262	2·68	0·04
Great Indian Peninsula	1,693	1·42	0·33	3,469	1·90	0·69	1,374	11·0	0·27
Mysore State	1,337	3·02	0·34	1,855	4·05	0·47	735	11·7	0·18
North Western	35,974	1·88	0·52	52,667	3·45	0·75	14,292	27·3	0·20

* Information not available.
† Excludes expenditure incurred on Electric Power Stations and Sub-Stations.

Class I Railways for the year 1943-44—contd.

STRUCTURAL WORKS—*contd.*

A.II-(2100)—Structural Works—Total Ordinary, repairs and Maintenance.			A. II-(2100)—Structural Works—Total Special, Repairs and maintenance.			A. II-(2100)—Structural Works—Total Repairs and Maintenance.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
25,15,959	1,739·6	3·89	14,47,862	1,001·1	2·24	39,63,821	2,740·6	6·13	B. & A.
54,10,807	1,777·0	4·59	3,06,740	100·7	0·26	57,17,547	1,877·7	4·85	B. N.
27,78,059	1,620·2	4·58	42,467	24·8	0·07	28,20,526	1,645·0	4·65	B. B. & C. I.
1,01,09,087	1,643·1	4·95	33,81,164	549·5	1·65	1,34,90,251	2,192·6	6·60	E. I.
67,16,913	1,465·0	4·24	18,74,451	408·8	1·18	85,91,364	1,873·9	5·42	G. I. P.
18,71,188	1,215·9	3·91	45,248	29·4	0·10	19,16,436	1,245·3	4·01	M. & S. M.
10,52,261	1,614·4	9·22	26,550	40·7	0·23	10,78,811	1,655·2	9·45	N. S.
73,52,560	896·8	4·42	14,56,703	117·7	0·87	88,09,263	1,074·4	5·29	N. W.
5,56,665	748·0	3·05	65,103	87·5	0·35	6,21,768	835·5	3·40	S. I.
									3' 3⅜" Gauge.
37,90,016	1,436·6	4·78	16,18,492	613·5	2·04	54,08,508	2,050·2	6·82	B. & A.
5,01,132	902·7	14·6	..	..	..	5,01,132	902·7	14·6	Bk. S.
23,72,621	1,442·6	5·82	67,094	40·8	0·16	24,39,715	1,483·4	5·98	B., B. & C. I.
5,73,701	746·3	5·10	73,304	95·3	0·65	6,47,005	841·6	5·75	Jodhpur.
16,23,078	995·9	6·17	37,752	23·2	0·14	16,60,830	1,019·1	6·31	M. & S. M.
5,77,138	1,267·1	7·38	..	..	..	5,77,138	1,267·1	7·38	M. S.
7,60,521	1,662·1	9·49	27,776	60·7	0·35	7,88,297	1,722·8	9·84	N. S.
19,26,308	561·0	6·10	47,804	13·9	0·15	19,74,112	574·9	6·25	O. & T.
15,40,236	1,042·8	4·10	5,01,953	339·8	1·34	20,42,189	1,382·6	5·44	S. I.
									2' 6" & 2' 0" Gauges.
20,284	842·7	8·94	—183	—7·60	—0·08	20,101	835·1	8·86	B. & A.
8,14,407	1,315·7	10·3	45,795	74·0	0·58	8,60,202	1,389·7	10·9	B. N.
82,436	844·1	11·3	..	..	..	82,436	844·1	11·3	B., B. & C. I.
98,415	785·8	19·4	3,799	30·3	0·75	1,02,214	816·1	20·2	G. I. P.
36,414	579·8	9·14	..	..	..	36,414	579·8	9·14	M. S.
5,94,160	1,133·9	8·53	1,50,729	287·7	2·17	7,44,889	1,421·6	10·	N. W.

30. —*Analysis of Operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2250).—Signal and Interlocking Works—Ordinary, Repairs and Maintenance (Equipment).				A. II-(2250)—Signal and Interlocking Works—Special, Repairs and Maintenance (Equipment).			
	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.
	41	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	1,69,173	30·4	0·39	0·26	3,836	0·69	0·01	0·01
Bengal-Nagpur	3,22,496	30·9	0·37	0·27	359	0·03	0·00	0·00
Bombay, Baroda and Central India	3,99,597	37·8	0·83	0·66	..	..	..	..
East Indian	5,56,491	27·0	0·33	0·27	4,660	0·23	0·00	0·00
Great Indian Peninsula	4,52,786	36·5	0·32	0·29	35,067	2·83	0·02	0·02
Madras and Southern Mahratta	1,02,352	13·9	0·23	0·21	†	†	†	†
Nizam's State	42,787	38·8	0·32	0·37	893	0·81	0·01	0·01
North Western	4,09,535	20·4	0·30	0·25	7,915	0·39	0·01	0·00
South Indian	33,053	13·5	0·17	0·18	14,281	5·84	0·08	0·08
3′ 3 3/8″ Gauge.								
Bengal and Assam	1,47,575	18·1	0·21	0·19	1,815	0·22	0·00	0·00
Bikaner State	1,769	5·88	0·04	0·05	..	..	..	..
Bombay, Baroda and Central India	1,21,260	19·6	0·28	0·30	—370	—0·06	—0·00	—0·00
Jodhpur	12,163	10·9	0·11	0·11	3,834	3·44	0·03	0·03
Madras and Southern Mahratta	68,146	15·7	0·16	0·26	†	†	†	†
Mysore State	30,308	40·6	0·24	0·39	..	..	..	..
Nizam's State	25,334	29·3	0·24	0·32	—81	—0 09	—0·00	—0·00
Oudh and Tirhut	87,475	..	0·17	0·27	†	†	†	†
South Indian	83,762	15·6	0·22	0·22	9,905	1·84	0·03	0·03
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	1,028	51·4	0·16	0·45	12	0·60	0·00	0·01
Bengal-Nagpur	3,124	41·1	0·02	0·04	..	..	..	..
Bombay, Baroda and Central India	571	8·92	0·04	0·08	..	..	..	..
Great Indian Peninsula	248	1·23	0·02	0·05	..	..	..	..
Mysore State	1,973	56·4	0·20	0·50	..	..	..	..
North Western	3,601	4·86	0·05	0·05	..	..	..	..

† Included in columns 41 to 44.

Class I Railways for the year 1943-44—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2200)—Total, Equipment—Repairs and Maintenance.			A. II-Repairs and Maintenance—Total.			A. IV-Appropriation to Depreciation Reserve Fund—Total.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
3,16,408	218·8	0.49	54,26,903	3,752·2	8·39	44,04,045	3,045·0	6·80	B. & A.
7,29,783	*	0·62	87,77,357	2,882·6	7·45	90,39,952	2,968·8	7·67	B. N.
5,45,012	317·9	0·90	46,98,929	2,740·5	7·74	55,31,322	3,225·9	9·12	B., B. & C. I.
12,39,169	201·4	0·61	2,02,96,858	3,298·9	9.94	1,56,12,918	2,537·7	7·64	E. I.
10,97,459	239·4	0·69	1,55,42,628	3,390·0	9·81	1,32,08,375	2,880·9	8·34	G. I. P.
2,68,055	174·2	0·56	28,37,732	1,844·0	5·93	39,66,568	2,577·6	8·30	M. & S. M.
96,815	148·5	0·86	12,22,028	1,874·9	10·7	4,91,517	754·1	4·31	N. S.
12,29,833	150·0	0·74	1,98,17,761	2,417·1	11·9	1,70,63,356	2,081·1	10·3	N. W.
79,131	106·3	0·43	11,54,917	1,552·0	6·32	15,66,677	2,105·3	8·58	S. I.
									3′ 3¼″ Gauge.
4,07,778	154·6	0·51	74,56,917	2,826·6	9·40	57,02,701	2,161·7	7·19	B. & A.
18,121	32·6	0·53	5,36,201	965·9	15·6	2,00,159	360·5	5·82	Bk. S.
1,94,439	118·2	0·48	38,14,403	2,319·2	9·35	23,18,296	1,409·5	5·68	B., B. & C. I.
76,673	99·7	0·68	11,05,566	1,438·1	9·83	2,40,087	312·3	2·13	Jodhpur.
1,91,282	117·4	0·73	28,71,660	1,762·0	10·9	28,82,151	1,768·4	11·0	M. & S. M.
30,308	66·5	0·39	6,31,491	1,386·4	8·08	9,29,628	2,041·0	11·9	M. S.
62,448	136·5	0·78	8,84,732	1,933·5	11·0	3,85,990	843·6	4·81	N. S.
1,53,387	44·7	0·48	36,69,836	1,068·7	11·6	21,72,756	632·8	6·89	O. & T.
1,76,508	119·5	0·47	31,67,283	2,144·3	8·44	46,63,747	3,157·5	12·4	S. I.
									2′ 6″ & 2′ 0″ Gauges.
1 462	60·7	0·65	23,328	969·2	10·3	8,845	367·5	3·90	B. & A.
1,21,893	..	1·54	13,24,182	2,139·2	16·7	8,33,424	1,346·4	10·5	B. N.
2,107	21·6	0·29	1,51,554	1,551·8	20·8	13,174	134·9	1·81	B., B. & C. I.
3,765	30·1	0·74	1,31,285	1,048·2	25·9	..	..	..	G. I. P.
1,973	31.4	0·50	39,952	636·1	10·0	7 263	115·6	1·82	M. S.
34,852	66·5	0·50	10,57,605	2,018·4	15·2	13,31,852	2,541	19·1	N. W.

* Information not available.

30.—*Analysis of Operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS,—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL WORKING EXPENSES—ABSTRACT A.			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES.	
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.
	58	59	60	61	62	63	64	65	66	67
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal and Assam	1,08,78,618	7,521·6	16·8	8,61,502	1·48	0·21	1·98	1·33	11,55,665	1·99
Bengal-Nagpur	2,00,42,368	6,582·1	17·0	16,16,802	1·21	0·14	1·80	1·37	24,92,062	1·86
Bombay, Baroda and Central India.	1,14,31,427	6,666·9	18·8	7,96,309	1·50	0·16	1·98	1·31	11,51,067	2·17
East Indian	3,92,47,546	6,379·1	19·2	31,81,081	1·33	0·14	1·90	1·56	45,95,571	1·93
Great Indian Peninsula	3,16,33,442	6,899·5	20·0	24,93,274	1·67	0·19	2·31	1·58	34,69,333	2·32
Madras and Southern Mahratta	76,54,758	4,974·2	16·0	6,22,546	1·10	0·13	1·43	1·30	10,64,812	1·88
Nizam's State	20,46,185	3,139·4	17·9	2,21,236	1·25	0·14	1·71	1·94	2,75,326	1·56
North Western	4,03,10,594	4,916·5	24·2	24,79,139	1·36	0·18	1·80	1·49	41,64,635	2·28
South Indian	30,81,983	4,141·5	16·9	3,64,877	1·41	0·22	1·81	2·00	3,89,800	1·51
3′ 3 3/8″ GAUGES.										
Bengal and Assam	1,42,06,697	5,385·2	17·9	9,00,965	0·95	0·21	1·27	1·14	18,24,950	1·92
Bikaner State	8,52,546	1,535·7	24·8	72,102	1·33	0·28	1·58	2·09	1,56,218	2·87
Bombay, Baroda and Central India.	71,36,546	4,339·0	17·5	10,91,814	1·98	0·41	2·54	2·68	11,97,899	2·17
Jodhpur	39,60,819	5,152·3	35·2	1,59,795	1·11	0·23	1·45	1·42	3,38,403	2·35
Madras and Southern Mahratta	64,22,734	3,940·8	24·4	3,71,588	0·73	0·18	0·89	1·41	7,63,932	1·50
Mysore State	17,01,670	3,736·0	21·8	1,03,559	0·67	0·18	0·82	1·32	2,20,629	1·42
Nizam's State	15,35,586	3,356·0	19·2	1,56,571	1·18	0·26	1·46	1·95	1,35,669	1·02
Oudh and Tirhut	65,87,665	1,918·5	20·9	4,24,590	0·58	0·16	0·78	1·34	13,00,157	1·76
South Indian	88,95,145	6,022·2	23·7	6,35,963	1·58	0·34	1·88	1·69	6,04,217	1·50
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal and Assam	34,219	1,421·6	15·1	2,993	0·43	0·43	0·46	1·32	13,763	2·00
Bengal-Nagpur	24,04,864	3,885·1	30·4	1,32,812	0·78	0·33	1·02	1·68	2,53,809	1·50
Bombay, Baroda and Central India.	1,98,222	2,029·7	27·2	11,581	0·71	0·43	0·88	1·59	45,536	2·79
Great Indian Peninsula	1,53,573	1,226·2	30·3	6,107	0·44	0·16	0·50	1·21	26,582	1·93
Mysore State	56,365	897·4	14·1	7,036	0·61	0·27	0·70	1·76	15,052	1·31
North-Western	26,48,285	5,054·2	38·0	1,04,450	1·17	0·62	1·49	1·50	1,87,376	2·09

Railways for the year 1943-44—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B.-II.-2110].			Locomotives—Workshop Repairs (B.-II.-2120).					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
68	69	70	71	72	73	74	75	
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·29	2·66	1·78	32,69,061	5·63	0·81	7·52	5·05	Bengal and Assam.
0·22	2·78	2·11	40,35,240	3·02	0·36	4·50	3·42	Bengal-Nagpur.
0·23	2·87	1·90	25,49,631	4·81	0·52	6·35	4·20	Bombay, Baroda and Central India.
0·22	2·75	2·25	72,68,876	3·10	0·33	4·41	3·60	East Indian.
0·26	3·22	2·19	68,33,634	4·58	0·52	6·34	4·32	Great Indian Peninsula.
0·22	2·44	2·23	20,87,080	3·68	0·42	4·78	4·37	Madras and Southern Mahratta.
0·18	2·13	2·42	6,23,868	3·53	0·41	4·83	5·47	Nizam's State.
0·29	3·03	2·50	58,60,330	3·20	0·42	4·26	3·52	North Western.
0·24	1·93	2·13	7,09,367	2·43	0·75	3·52	3·88	South Indian.
								3′ 3½″ Gauge.
0·43	2·57	2·30	20,74,979	2·18	0·49	2·93	2·62	Bengal and Assam.
0·61	3·41	4·54	1,56,335	2·87	0·61	3·41	4·54	Bikaner State.
0·45	2·79	2·94	18,10,977	3·29	0·68	4·21	4·44	Bombay, Baroda and Central India.
0·48	3·06	3·01	2,56,694	1·79	0·37	2·32	2·28	Jodhpur.
0·37	1·82	2·90	11,55,559	2·27	0·56	2·76	4·39	Madras and Southern Mahratta.
0·37	1·74	2·82	3,46,342	2·23	0·59	2·73	4·43	Mysore State.
0·23	1·26	1·69	2,58,605	1·94	0·43	2·41	3·23	Nizam's State.
0·49	2·43	4·12	9,23,920	1·25	0·35	1·72	2·93	Oudh & Tirhut.
0·32	1·79	1·61	10,94,965	2·72	0·59	3·24	2·91	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
1·95	2·11	6·06	18,152	2·63	2·58	2·78	8·00	Bengal and Assam.
0·63	1·96	3·21	4,16,443	2·45	1·03	3·21	5·25	Bengal-Nagpur.
1·70	3·47	6·24	29,733	1·82	1·11	2·27	4·08	Bombay, Baroda and Central India.
0·72	2·17	5·24	18,114	1·32	0·49	1·48	3·57	Great Indian Peninsula.
0·58	1·50	3·77	23,533	2·04	0·90	2·34	5·91	Mysore State.
1·11	2·68	2·69	2,71,488	3·03	1·60	3·88	3·90	North Western.

30.—*Analysis of Operating expenses of* **Class I Railways** *for the*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY									
	Equipment (B. II. 2200).					Total repairs and Maintenance—(B-III).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	76	77	78	79	80	81	82	83	84	85
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal and Assam	6,57,403	1·13	0·16	1·51	1·02	52,49,859	9·04	1·30	12·1	8·11
Bengal-Nagpur	12,32,620	0·92	0·11	1·38	1·05	80,73,247	6·04	0·71	9·01	6·85
Bombay, Baroda and Central India.	2,48,302	0·47	0·05	0·62	0·41	40,61,546	7·67	0·82	10·1	6·69
East Indian	16,55,805	0·69	0·07	0·99	0·82	1,43,65,694	6·03	0·65	8·59	7·03
Great Indian Peninsula	8,58,975	0·57	0·07	0·60	0·54	1,17,73,933	7·88	0·89	10·9	7·44
Madras and Southern Mahratta	2,69,762	0·48	0·06	0·62	0·56	35,23,523	6·21	0·72	8·07	7·37
Nizam's State	67,862	0·38	0·04	0·53	0·59	9,67,580	5·47	0·68	7·49	8·48
North Western	12,97,655	0·71	0·09	0·94	0·78	1,19,46,699	6·53	0·85	8·69	7·18
South Indian	63,018	0·24	0·04	0·31	0·34	12,08,672	4·68	0·74	5·99	6·61
3′ 3¼″ Gauge.										
Bengal and Assam	5,81,803	0·61	0·14	0·82	0·73	46,48,844	4·89	1·09	6·56	5·86
Bikaner State	52,482	0·97	0·20	1·15	1·53	3,66,515	6·74	1·43	8·00	10·7
Bombay, Baroda and Central India.	5,12,406	0·93	0·19	1·19	1·25	35,96,850	6·53	1·35	8·36	8·82
Jodhpur	85,832	0·60	0·12	0·78	0·76	8,10,148	5.64	1·15	7·33	7·20
Madras and Southern Mahratta	1,29,168	0·25	0·06	0·31	0·49	21,47,089	4·22	1·03	5·13	8·16
Mysore State	17,807	0·11	0·03	0·14	0·23	5,85,025	3·76	0·99	4·61	7·48
Nizam's State	37,204	0·28	0·06	0·35	0·46	4,31,963	3·24	0·72	4·02	5·39
Oudh & Tirhut	1,59,195	0·22	0·06	0·30	0·50	24,71,571	3·35	0·93	4·61	7·83
South Indian	93,548	0·23	0·05	0·28	0·25	18.73,749	4·66	1·00	5·55	4·99
2′ 6″ and 2′ 0″ Gauges.										
Bengal and Assam	608	0·09	0·09	0·09	0·27	33,611	4·88	4·77	5·15	14·8
Bengal-Nagpur	35,879	0·21	0·09	0·28	0·45	7,35,924	4·33	1·83	5·68	9·29
Bombay, Baroda and Central India.	3,916	0·24	0·15	0·30	0·54	79,841	4·89	2·98	6·09	10·9
Great Indian Peninsula	2,267	0·17	0·06	0·18	0·45	48,268	3·51	1·31	3·94	9·52
Mysore State	1,209	0·11	0·05	0·12	0·31	39,811	3·46	1·53	3·96	9·99
North Western	50,677	0·57	0·30	0·72	0·73	5,18,463	5·79	3·06	7·41	7·45

year 1943-44—contd.

OF LOCOMOTIVE POWER—*contd.*

Running Staff—(B.-III-3100).					Fuel—(B.-III-3200).					Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
14,57,745	2·51	0·36	3·35	2·25	55,96,447	9·64	1·39	12·9	8·65	Bengal and Assam.
40,69,932	3·04	0·36	4·54	3·45	1,06,57,874	7·97	0·94	11·9	9·05	Bengal Nagpur.
21,95,331	4·15	0·44	5·47	3·62	65,06,177	12·3	1·31	16·2	10·7	Bombay, Baroda and Central India.
75,28,724	3·15	0·34	4·50	3·68	1,87,84,502	7·88	0·85	11·2	9·19	East Indian.
55,29,199	3·70	0·42	5·13	3·49	1,76,28,706	11·8	1·34	16·4	11·1	Great Indian Peninsula.
16,88,979	2·98	0·35	3·87	3·53	89,04,479	15·7	1·84	20·4	18·6	Madras and Southern Maharatta.
4,83,237	2·74	0·32	3·74	4.24	9,67,701	5·48	0·62	7.50	8·48	Nizam's State.
58,13,150	3·18	0·41	4·23	3·49	2,98,80,207	16·3	2·12	21·7	18·0	North Western.
8,78,719	3·41	0·54	4·35	4·81	31,29,814	12·1	1·90	15·5	17·3	South Indian.
										3′ 3½″ Gauge.
19,00,151	2·00	0·45	2·68	2·40	79,37,247	8·34	1·86	11·2	10·0	Bengal and Assam.
1,15,674	2·12	0·46	2·53	3·36	4,55,170	8·36	1·77	9·94	13·2	Bikaner State.
20,76,207	3·77	0·78	4·83	5·09	48,54,748	8·81	1·82	11·3	11·9	Bombay, Baroda and Central India.
2,55,000	1·77	0·36	2·31	2·27	11,22,112	7·80	1·59	10·2	9·98	Jodhpur.
13,06,130	2·57	0·63	3·12	4·96	40,68,020	7·99	1·96	9·72	15·5	Madras and Southern Maharatta.
2,93,838	1·89	0·49	2·32	3·76	12,40,197	7·98	2·13	9·79	15·9	Mysore State.
3,21,287	2·41	0·54	2·99	4·01	6,25,765	4·71	1·04	5·83	7·81	Nizam's State.
8,93,151	1·21	0·33	1·67	2·83	33,80,972	4·58	1·27	6·31	10·7	Oudh & Tirhut.
15,60,354	3·88	0·83	4·62	4·16	46,95,823	11·7	2·49	13·9	12·5	South Indian.
										2′ 6″ and 2′ 0″ Gauges.
18,719	2·72	2·66	2·87	3·25	22,399	3·25	3·18	3·43	9·87	Bengal and Assam.
3,50,893	2·07	0·87	2·71	4·43	8,22,316	4·84	2·04	6·35	10·4	Bengal-Nagpur.
42,811	2·63	1·60	3·27	5·87	98,077	6·01	3·67	7·48	13·5	Bombay, Baroda and Central India.
36,726	2·67	1·00	3·00	7·25	78,175	5·69	2·12	6·38	15·4	Great Indian Peninsula.
19,666	1·71	0·75	1·96	4·93	84,556	7·35	3·25	8·40	21·2	Mysore State.
2,55,406	2·85	1·51	3·65	3·67	9,98,202	11·2	5·89	14·3	14·3	North Western.

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Water, Oil, Tallow and other Stores—(B. III 3300 and 3400).					Total Operating expenses—(B. III.).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	96	97	98	99	100	101	102	103	104	105
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal and Assam . .	5,39,743	0·93	0·13	1·24	0·83	78,47,738	13·5	1·95	18·0	12·1
Bengal-Nagpur . . .	12,89,072	0·96	0·11	1·44	1·09	1,64,27,117	12·3	1·45	18·3	13·9
Bombay, Baroda and Central India.	7,77,208	1·47	0·16	1·94	1·28	93,55,201	17·7	1·88	23·3	15·4
East Indian	29,15,248	1·23	0·14	1·74	1·42	3,12,45,966	13·1	1·42	18·7	15·3
Great Indian Peninsula . .	32,18,087	2·16	0·24	2·99	2·03	2,78,03,632	18·6	2·11	25·8	17·6
Madras and Southern Mahratta	7,85,772	1·38	0·16	1·80	1·64	1,16,63,602	20·6	2·40	26·7	24·4
Nizam's State . . .	1,64,879	0·93	0·11	1·28	1·44	17,38,860	9·85	1·14	13·5	15·2
North Western . . .	22,03,604	1·21	0·16	1·61	1·32	3,77,74,452	20·7	2·69	27·5	22·7
South Indian . . .	2,25,052	0·87	0·14	1·12	1·23	43,30,841	16·8	2·63	21·5	23·7
3′ 3⅜″ Gauge.										
Bengal and Assam . .	5,24,747	0·55	0·12	0·74	0·66	1,12,22,528	11·8	2·63	15·8	14·2
Bikaner State . . .	97,011	1·78	0·38	2·12	2·82	7,34,118	13·5	2·86	16·0	21·3
Bombay, Baroda and Central India.	4,77,756	0·87	0·18	1·11	1·17	76,14,067	13·8	2·85	17·7	18·7
Jodhpur . . .	2,07,357	1·44	0·29	1·88	1·84	16,44,252	11·4	2·33	14·9	14·6
Madras and Southern Mahratta	5,62,633	1·11	0·27	1·35	2·14	61,40,773	12·1	2·96	14·7	23·3
Mysore State . . .	1,36,878	0·88	0·22	1·08	1·75	16,77,084	10·8	2·85	13·2	21·5
Nizam's State . . .	1,11,537	0·84	0·19	1·04	1·39	10,63,629	7·99	1·78	9·90	13·3
Oudh and Tirhut . . .	5,76,408	0·78	0·22	1·08	1·83	52,13,658	7·06	1·95	9·73	16·5
South Indian . . .	2,55,382	0·64	0·13	0·76	0·68	65,95,921	16·4	3·50	19·5	17·6
2′ 0″ and 2′ 6″ Gauges.										
Bengal and Assam . .	7,556	1·10	1·07	1·16	3·33	53,038	7·69	7·53	8·13	23·4
Bengal-Nagpur . . .	1,44,327	0·85	0·36	1·11	1·82	14,12,269	8·32	3·50	10·9	17·8
Bombay, Baroda and Central India.	12,108	0·74	0·45	0·92	1·66	1,55,641	9·54	5·82	11·9	21·4
Great Indian Peninsula . .	22,011	1·60	0·60	1·79	4·33	1,39,520	10·2	3·79	11·4	27·5
Mysore State . . .	9,410	0·82	0·36	0·93	2·37	1,13,946	9·92	4·37	11·3	28·6
North Western . . .	1,02,126	1·14	0·60	1·46	1·47	13,75,429	15·4	8·12	19·7	19·8

Railways *for the year 1943-44*—contd.

OF LOCOMOTIVE POWER—*contd.*

Appropriation to Depreciation Reserve Fund—(B. IV.)					Total Working Expenses—Abstract B.			Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	5′ 6″ Gauge.
13,09,962	1·26	0·32	3·01	2·02	1,52,69,061	26·3	3·78	Bengal and Assam.
25,23,740	1·89	0·23	2·81	2·14	2,86,40,906	21·4	2·53	Bengal-Nagpur.
6,22,835	1·18	0·13	1·55	1·03	1,48,35,891	28·0	2·99	Bombay, Baroda and Central India
48,71,710	2·05	0·22	2·91	2·38	5,36,64,451	22·5	2·43	East Indian.
39,17,466	2·62	0·30	3·64	2·48	4,59,88,305	30·8	3·49	Great Indian Peninsula.
10,21,114	1·81	0·21	2·34	2·14	1,68,30,785	29·7	3·46	Madras and Southern Mahratta.
1,34,931	0·77	0·09	1·06	1·18	30,62,607	17·3	2·00	Nizam's State.
37,93,639	2·07	0·27	2·76	2·28	5,59,93,929	30·6	3·99	North Western.
1,32,813	0·51	0·08	0·66	0·73	60,37,203	23·4	3·67	South Indian.
								3′ 3¾″ Gauge.
17,06,270	1·79	0·40	2·40	2·15	1,84,78,607	19·4	4·33	Bengal & Assam.
15,134	0·28	0·06	0·33	0·44	11,87,869	21·8	4·63	Bikaner State.
7,58,715	1·38	0·28	1·76	1·86	1,30,61,446	23·7	4·89	Bombay, Baroda and Central India.
4,370	0·03	0·00	0·04	0·04	26,18,565	18·2	3·71	Jodhpur.
4,73,839	0·93	0·23	1·13	1·80	91,33,289	17·9	4·40	Madras and Southern Mahratta.
4,50,881	2·90	0·76	3·56	5·77	28,16,549	18·1	4·78	Mysore State.
14,271	0·11	0·02	0·13	0·18	16,66,434	12·5	2·78	Nizam's State.
13,55,189	1·84	0·51	2·53	4·30	94,65,008	12·8	3·55	Oudh & Tirhut.
3,95,362	0·98	0·21	1·17	1·05	95,00,995	23·6	5·05	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
2,633	0·38	0·37	0·40	1·16	92,275	13·4	13·1	Bengal & Assam.
4,43,408	2·61	1·10	3·42	5·60	27,24,413	16·0	6·76	Bengal-Nagpur.
5	0·00	0·00	0·00	0·00	2,47,068	15·1	9·23	Bombay, Baroda and Central India.
..	..	..	..	..	1,93,895	14·1	5·26	Great Indian Peninsula.
9,767	0·84	0·37	0·97	2·46	1,70,560	14·8	6·54	Mysore State.
1,89,469	2·12	1·12	2·71	2·72	21,87,811	24·4	12·9	North Western.

30.—*Analysis of Operating expenses of* **Class I Railways** *for the*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*		TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL WORKING EXPENSES—ABSTRACT B.—*concld.*		GENERAL ADMINISTRATION—C. 1.			
	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	114	115	116	117	118	119
5′ 6″ GAUGE.	As.		Rs.	Rs.	As.	
Bengal & Assam	35·1	23·6	4,08,402	2·07	0·94	0·63
Bengal-Nagpur	32·0	24·3	6,63,667	1·46	0·76	0·56
Bombay, Baroda and Central India	36·9	24·4	6,19,194	2·84	1·54	1·02
East Indian	32·1	26·3	15,02,154	1·60	0·90	0·74
Great Indian Peninsula	42·7	29·1	12,43,898	2·02	1·00	0·79
Madras and Southern Mahratta	38·6	35·2	3,43,702	1·72	0·78	0·72
Nizam's State	23·7	26·8	1,17,376	1·86	0·89	1·03
North Western	40·7	33·6	12,40,891	1·95	0·89	0·75
South Indian	29·9	33·0	46,455	0·65	0·23	0·26
3′ 3¾″ GAUGE.						
Bengal & Assam	26·1	23·3	4,69,655	1·24	0·66	0·59
Bikaner State	25·9	34·5	38,138	1·93	0·83	1·11
Bombay, Baroda and Central India	30·4	32·0	6,02,913	3·01	1·40	1·48
Jodhpur	23·7	23·3	1,31,923	2·33	1·19	1·17
Madras and Southern Mahratta	21·8	34·7	1,77,946	1·24	0·42	0·68
Mysore State	22·2	36·0	36,095	1·06	0·28	0·46
Nizam's State	15·5	20·8	76,523	1·97	0·71	0·95
Oudh and Tirhut	17·7	30·0	1,66,994	0·78	0·31	0·53
South Indian	28·1	25·3	96,715	0·65	0·28	0·26
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal & Assam	14·1	40·7	565	0·53	0·09	0·25
Bengal-Nagpur	21·0	34·4	49,081	1·02	0·38	0·62
Bombay, Baroda and Central India	18·8	33·9	1,934	0·55	0·15	0·27
Great Indian Peninsula	15·8	38·3	325	0·08	0·03	0·06
Mysore State	17·0	42·8	2,329	0·98	0·23	0·59
North Western	31·3	31·4	36,578	2·07	0·51	0·53

year 1943-44—contd.

AND WAGON STOCK—*contd.*

Coaching Vehicles—Running Repairs [C. II-2110].				Coaching vehicles—workshop repairs— [C. II-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1,92,464	1·99	0·44	0·30	7,72,466	7·97	1·78	1·19	Bengal and Assam.
3,38,361	2·99	0·39	0·29	16,28,460	14·4	1·87	1·38	Bangal-Nagpur.
2,27,403	3·55	0·57	0·37	17,60,014	27·5	4·38	2·90	Bombay, Baroda and Central India.
4,86,765	1·95	0·30	0·24	36,14,157	14·5	2·15	1·78	East Indian.
5,45,009	2·48	0·44	0·35	25,91,119	11·8	2·08	1·64	Great Indian Peninsula.
98,052	1·34	0·22	0·20	6,98,547	9·51	1·59	1·46	Madras and Southern Mahratta.
37,053	1·80	0·28	0·32	2,12,780	10·4	1·61	1·86	Nizam's State.
5,41,534	2·12	0·39	0·32	30,44,705	11·9	2·19	1·83	North Western.
33,453	1·23	0·16	0·18	2,61,574	9·61	1·30	1·43	South Indian.
								3′ 3⅜″ Gauge.
2,28,541	1·56	0·32	0·29	11,86,712	8·12	1·67	1·50	Bengal and Assam.
22,609	2·64	0·49	0·66	1,25,242	14·7	2·74	3·64	Bikaner State.
2,07,686	3·72	0·48	0·51	17,59,455	31·5	4·09	4·31	Bombay, Baroda and Central India.
19,680	0·91	0·18	0·18	2,37,680	11·0	2·15	2·11	Jodhpur.
52,547	1·02	0·12	0·20	5,21,948	10·2	1·25	1·98	Madras and Southern Mahratta.
35,120	2·01	0·28	0·45	2,37,696	13·6	1·88	3·04	Mysore State.
25,513	1·70	0·24	0·32	1,74,294	11·6	1·62	2·18	Nizam's State.
1,43,586	2·01	0·27	0·45	6,83,922	9·60	1·28	2·17	Oudh and Tirhut.
52,510	0·93	0·15	0·14	6,33,844	11·2	1·86	1·69	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
1,577	1·53	0·24	0·69	829	0·81	0·13	0·37	Bengal and Assam.
65,972	2·97	0·51	0·83	3,58,832	16·1	2·77	4·53	Bengal-Nagpur.
14,442	7·02	1·10	1·98	10,500	5·10	0·80	1·44	Bombay, Baroda and Central India.
23,646	12·1	1·93	4·67	26,914	13·8	2·20	5·31	Great Indian Peninsula.
2,266	1·44	0·23	0·57	15,359	9·79	1·53	3·86	Mysore State.
18,141	2·17	0·25	0·26	1,10,437	13·2	1·53	1·59	North-Western.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods wagons—running repairs— [C. II-2310.]				Goods wagons—workshop repairs— [C. II-2320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	3,73,017	3·70	0·86	0·58	8,43,469	8·36	1·94	1·30
Bengal-Nagpur	17,07,951	4·99	1·96	1·45	27,72,724	8·10	3·19	2·35
Bombay, Baroda and Central India	5,16,027	3·35	1·29	0·85	13,10,697	8·50	3·27	2·16
East Indian	29,02,115	4·19	1·74	1·43	41,98,332	6·06	2·51	2·05
Great Indian Peninsula	16,33,741	4·13	1·31	1·03	20,14,731	5·10	1·62	1·27
Madras and Southern Mahratta	2,17,340	1·72	0·50	0·45	8,05,824	6·36	1·84	1·69
Nizam's State	55,675	1·31	0·42	0·49	2,10,099	4·94	1·59	1·84
North Western	14,98,218	3·93	1·08	0·90	31,42,808	8·24	2·27	1·89
South Indian	38,015	0·87	0·19	0·21	2,25,328	5·14	1·11	1·23
3′ 3¾″ Gauge.								
Bengal and Assam	3,20,468	1·37	0·45	0·40	6,55,830	2·81	0·93	0·83
Bikaner State	23,704	2·11	0·52	0·69	71,296	6·35	1·56	2.07
Bombay, Baroda and Central India	4,05,215	2·80	0·94	0·99	8,38,282	5·80	1·95	2·06
Jodhpur	38,939	1·12	0·35	0·35	1,27,567	3·66	1·15	1·13
Madras and Southern Mahratta	1,14,530	1·25	0·27	0·43	4,17,675	4·54	1·00	1·59
Mysore State	41,715	2·51	0·33	0·53	1,42,097	8·55	1·12	1·82
Nizam's State	40,867	1·71	0·38	0·51	1,05,714	4·42	0·98	1·32
Oudh and Tirhut	3,06,893	2·17	0·57	0·97	7,17,781	5·07	1·34	2·28
South Indian	43,849	0·48	0·13	0·12	2,83,965	3·10	0·83	0·76
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	474	9·99	0·07	0·21	92	1·94	0·01	0·04
Bengal-Nagpur	97,784	3·78	0·75	1·24	2,59,377	10·0	2·00	3.27
Bombay, Baroda and Central India	18,855	12·9	1·44	2·59	..	..	..	..
Great Indian Peninsula	7,903	3·97	0·65	1·56	5,312	2·67	0·43	1·05
Mysore State	1,976	2·43	0·20	0·50	9,170	11·3	0·91	2·31
North-Western	31,980	3·45	0·45	0·46	83,526	9·00	1·16	1·20

Railways for the year 1943-44—contd.

AND WAGON STOCK—*contd.*

Equipment—(C. II-2500).				Total Repairs and Maintenance—(C-II).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
82,192	0·42	0·19	0·13	23,17,147	11·7	5·33	3·58	B. & A.
1,27,007	0·28	0·15	0·11	71,29,467	15·7	8·19	6·05	B. N.
3,15,733	1·45	0·79	0·52	41,88,568	19·2	10·4	6·90	B., B. & C. I.
4,28,248	0·46	0·25	0·20	1,21,13,739	12·9	7·24	5·93	E. I.
2,99,848	0·49	0·24	0·19	75,99,692	12·4	6·10	4·80	G. I. P.
1,31,824	0·66	0·30	0·28	20,89,298	10·4	4·76	4·37	M. & S. M.
21,197	0·34	0·16	0·19	5,62,903	8·92	4·26	4·93	N. S.
8,24,891	1·29	0·59	0·50	81,00,191	12·7	5·84	4·87	N. W.
27,464	0·39	0·14	0·15	7,69,108	10·8	3·81	4·21	S. I.
								3′ 3⅜″ Gauge.
39,521	0·10	0·06	0·05	25,13,634	6·63	3·55	3·17	B. & A.
14,819	0·75	0·32	0·43	2,66,784	13·5	5·83	7·75	Bk. S.
2,99,697	1·50	0·79	0·74	36,52,760	18·2	8·49	8·95	B., B. & C. I.
41,983	0·74	0·38	0·37	7,53,692	13·3	6·82	6·70	Jodhpur.
50,385	0·35	0·12	0·19	12,18,772	8·50	2·91	4·63	M. & S. M.
..	..	..	..	4,62,167	13·6	3·65	5·91	M. S
13,464	0·35	0·13	0·17	3,64,308	9·36	3·39	4·55	N. S.
36,999	0·17	0·07	0·12	19,37,207	9·10	3·62	6·15	O. & T.
54,697	0·37	0·16	0·14	10,78,209	7·27	3·16	2·87	S. I.
								2′ 6″ & 2′ 0″ Gauges.
54	0·05	0·01	0·02	3,478	3·23	0·53	1·53	B. & A.
3,257	0·07	0·03	0·04	8,07,567	16·8	6·23	10·2	B. N.
2,577	0·73	0·19	0·35	51,730	14·7	3·94	7·09	B., B. & C. I.
234	0·06	0·02	0·05	65,288	16·6	5·33	12·9	G. I. P.
337	0·14	0·03	0·08	29,844	12·5	2·97	7·49	M. S.
2,237	0·13	0·03	0·03	2,78,576	15·7	3·87	4·00	N. W.

30.—*Analysis of Operating expenses of Class I Railways for the*

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE					
	Total Operating Expenses—(C. III).				Appropriation to depreciation	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
	Rs.	Rs.	As.		Rs.	Rs.
5′ 6″ Gauge.						
Bengal and Assam	6,45,715	3·26	1·48	1·00	21,45,768	10·8
Bengal-Nagpur	9,91,591	2·18	1·14	0·84	79,47,248	17·5
Bombay, Baroda and Central India	4,91,608	2·25	1·22	0·81	58,94,584	27·0
East Indian	25,54,267	2·71	1·53	1·25	94,61,045	10·0
Great Indian Peninsula	20,38,405	3·32	1·64	1·29	63,86,996	10·4
Madras and Southern Mahratta	3,80,364	1·90	0·87	0·79	23,76,576	11·9
Nizam's State	1,43,359	2·27	1·08	1·26	14,97,154	23·7
North Western	14,92,707	2·34	1·08	0·90	63,35,842	9·93
South Indian	2,10,550	2·97	1·04	1·15	6,01,893	8·47
3′ 3¾″ Gauge.						
Bengal & Assam	6,51,016	1·71	0·92	0·82	20,35,294	5·37
Bikaner State	64,557	3·27	1·41	1·88	50,433	2·25
Bombay, Baroda and Central India	3,67,346	1·83	0·85	0·90	21,70,769	10·8
Jodhpur	74,938	1·33	0·67	0·67	—2,722	—0·05
Madras and Southern Mahratta	95,688	0·67	0·23	0·36	10,03,012	7·00
Mysore State	73,643	2·16	0·58	0·94	6,46,698	19·0
Nizam's State	58,449	1·50	0·54	0·73	7,16,998	18·4
Oudh and Tirhut	2,71,651	1·28	0·51	0·86	14,04,657	6·60
South Indian	2,92,506	1·97	0·86	0·78	17,91,738	12·1
2′ 6″ and 2′ 0″ Gauges.						
Bengal & Assam	4,455	4·14	0·68	1·96	4,310	4·00
Bengal-Nagpur	95,206	1·98	0·74	1·20	1,13,458	2·36
Bombay, Baroda and Central India	12,694	3·60	0·97	1·74	4,075	1·16
Great Indian Peninsula	7,579	1·92	0·62	1·50	..	..
Mysore State	4,753	2·00	0·47	1·18	8,013	3·36
North Western	62,760	3·55	0·87	0·90	2,16,728	12·2

year 1943-44—contd.

AND WAGON STOCK—*concld.*

RESERVE FUND—(C. IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
150	151	152	153	154	155	
						5' 6" GAUGE.
As.		Rs.	Rs.	As.		
4·94	3·32	55,17,032	27·9	12·7	8·53	B. & A.
9·14	6·75	1,67,31,973	3·8	19·2	14·2	B. N.
14·7	9·72	1,11,93,954	51·3	27·9	18·5	B., B. & C. I.
5·65	4·63	2,56,31,205	27·2	15·3	12·6	E. I.
5·12	4·03	1,72,68,991	28·1	13·9	10·9	G. I. P.
5·42	4·97	51,98,940	25·9	11·8	10·9	M. & S. M.
11·3	13·1	23,20,792	36·8	17·5	20·3	N. S.
4·57	3·81	1,71,69,631	26·9	12·4	10·3	N. W.
2·98	3·29	16,28,006	22·9	8·06	8·91	S. I.
						3' 3⅜" GAUGE.
2·87	2·57	56,69,599	15·0	8·00	7·15	B. & A.
1·10	1·46	4,19,912	21·3	9·17	12·2	Bikaner State.
5·05	5·32	67,93,788	33·9	15·8	16·7	B., B. & C. I.
—0·02	—0·02	9,57,831	16·9	8·66	8·52	Jodhpur.
2·40	3·81	24,95,418	17·4	5·96	9·48	M. & S. M.
5·10	8·28	12,18,603	35·8	9·61	15·6	M. S.
6·66	8·95	12,16,278	31·2	11·3	15·2	N. S.
2·62	4·45	37,80,509	17·8	7·06	12·0	O. & T.
5·25	4·77	32,59,168	22·0	9·55	8·68	S. I.
						2' 6" & 2' 0" GAUGES.
0·66	1·90	12,808	11·9	1·96	5·64	B. & A.
0·87	1·43	10,65,312	22·1	8·22	13·5	B. N.
0·31	0·56	70,433	20·0	5·37	9·66	B., B. & C. I.
..	..	73,192	18·6	5·98	14·5	G. I. P.
0·80	2·02	44,939	18·9	4·47	11·3	M. S.
3·01	3·11	5,94,642	33·6	8·26	8·54	N. W.

30.—*Analysis of Operating expenses of Class I*

TABLE E.—EXPENSES OF

Railway.	General Administration—(E. I.).			Total Repairs and maintenance (E. II.).			Station Staff—(E. III. 3102)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	156	157	158	159	160	161	162	163	164
	Rs.	As.		Rs.	As.		Rs.	As.	
5′ 6″ Gauge.									
Bengal & Assam	9,39,267	2·16	1·45	1,02,542	0·24	0·16	35,11,626	8·07	5·43
Bengal-Nagpur	19,53,319	2·24	1·66	2,15,807	0·25	0·18	58,25,238	6·69	4·94
Bombay, Baroda and Central India	8,85,002	1·83	1·46	2,17,283	0·45	0·36	40,64,308	8·40	6·70
East Indian	27,09,415	1·62	1·33	3,58,693	0·21	0·17	1,07,42,992	6·42	5·26
Great Indian Peninsula	21,97,270	1·57	1·39	2,91,933	0·21	0·18	80,01,266	5·71	5·05
Madras and Southern Mahratta	5,99,309	1·37	1·25	94,167	0·21	0·20	21,80,923	4·97	4·56
Nizam's State	2,42,409	1·83	2·12	10,991	0·09	0·10	6,34,815	4·80	5·56
North Western	19,62,368	1·41	1·17	3,13,616	0·23	0·19	1,08,07,187	7·79	6·49
South Indian	2,67,373	1·33	1·46	22,437	0·11	0·12	8,53,075	4·23	4·67
3′ 3⅜″ Gauge.									
Bengal & Assam	13,68,055	1·93	1·73	1,22,008	0·17	0·15	38,56,565	5·44	4·86
Bikaner State	68,991	1·51	2·00	12,343	0·27	0·36	2,18,788	4·78	6·36
Bombay, Baroda and Central India	5,66,847	1·32	1·39	97,190	0·22	0·24	24,20,482	5·63	5·93
Jodhpur	2,10,092	1·90	1·87	32,593	0·30	0·29	4,36,639	3·95	3·88
Madras and Southern Mahratta	3,40,875	0·81	1·30	58,113	0·14	0·22	13,81,850	3·30	5·26
Mysore State	84,915	0·67	1·08	5,588	0·04	0·07	5,00,428	3·95	6·40
Nizam's State	1,71,017	1·59	2·13	8,786	0·08	0·11	5,76,825	5·36	7·20
Oudh and Tirhut	5,90,515	1·10	1·87	74,917	0·14	0·24	18,50,600	3·45	5·87
South Indian	5,30,366	1·37	1·41	43,906	0·11	0·12	19,20,901	4·95	5·12
2′ 6″ and 2′ 0″ Gauges.									
Bengal and Assam	2,583	0·40	1·14	128	0·02	0·05	19,080	2·92	8·41
Bengal-Nagpur	99,164	0·77	1·25	7,126	0·05	0·09	4,67,554	3·61	5·90
Bombay, Baroda and Central India	9,744	0·74	1·34	8,830	0·67	1·21	35,452	2·70	4·86
Great Indian Peninsula	1	0·00	0·00	21	0·00	0·00	46,989	3·83	9·27
Mysore State	4,916	0·49	1·23	323	0·03	0·09	28,969	2·88	7·28
North Western	86,320	1·20	1·24	8,891	0·12	0·13	4,37,992	6·08	6·29

Railways for the year 1943-44—contd.

TRAFFIC DEPARTMENT.

Train Staff and their mileage and overtime—(E. III. 3103 and 3104).			General Operating Staff (Inspectors, Canvassers, etc., and Travelling Ticket Examining Staff—(E.III.3101 & 3105).			Fires, lights and General Stores for stations and traffic yards and water & General Stores in trains.—(E. III. 3201 and 3202).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
165	166	167	168	169	170	171	172	173	
Rs.	As.		Rs.	As.		Rs.	As.		
									5′ 6″ Gauge.
6,58,005	1·51	1·02	2,79,788	0·64	0·43	1,73,965	0·40	0·27	Bengal and Assam.
17,13,196	1·97	1·46	4,16,879	0·48	0·35	3,63,495	0·42	0·31	Bengal-Nagpur.
5,91,657	1·22	0·97	2,44,829	0·51	0·41	2,42,311	0·50	0·40	Bombay, Baroda and Central India.
30,35,501	1·81	1·48	10,54,223	0·63	0·52	8,07,623	0·48	0·39	East Indian.
16,20,977	1·16	1·02	4,85,646	0·34	0·31	7,17,162	0·51	0·45	Great Indian Peninsula.
4,19,365	0·96	0·88	3,08,388	0·70	0·65	1,68,787	0·38	0·35	Madras and Southern Mahratta.
1,32,597	1·00	1·17	57,317	0·43	0·50	93,297	0·71	0·82	Nizam's State.
17,62,864	1·26	1·05	5,50,343	0·39	0·33	6,06,439	0·43	0·36	North Western.
2,23,603	1·11	1·22	80,287	0·40	0·44	80,446	0·39	0·44	South Indian.
									3′ 3⅜″ Gauge.
7,28,698	1·03	0·91	3,38,067	0·48	0·43	1,74,479	0·25	0·22	Bengal and Assam.
34,542	0·76	1·00	16,557	0·36	0·48	17,382	0·38	0·50	Bikaner State.
5,29,598	1·23	1·30	1,79,274	0·42	0·44	1,73,842	0·41	0·43	Bombay, Baroda and Central India.
1,17,582	1·06	1·04	48,461	0·44	0·43	54,341	0·50	0·48	Jodhpur.
3,61,472	0·87	1·38	1,92,202	0·46	0·73	1,29,858	0·31	0·50	Madras and Southern Mahratta.
1,19,918	0·95	1·54	24,220	0·19	0·31	26,758	0·21	0·31	Mysore State.
1,04,775	0·97	1·31	47,084	0·44	0·59	85,135	0·79	1·06	Nizam's State.
4,84,673	0·90	1·54	1,63,088	0·30	0·51	1,69,236	0·32	0·54	Oudh and Tirhut.
4,15,723	1·07	1·11	1,60,805	0·42	0·43	1,16,035	0·30	0·44	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
..	..	..	15	0·00	0·01	..	..	..	Bengal and Assam.
1,79,666	1·39	2·26	37,886	0·29	0·48	37,682	0·29	0·48	Bengal-Nagpur.
4,040	0·30	0·55	2,980	0·23	0·41	2,403	0·18	0·33	Bombay, Baroda and Central India.
5,925	0·49	1·17	3,483	0·28	0·69	1,561	0·13	0·31	Great Indian Peninsula.
6,942	0·69	1·74	1,396	0·14	0·35	1,549	0·15	0·39	Mysore State.
55,491	0·77	0·79	22,006	0·31	0·31	28,741	0·39	0·41	North Western.

30.—*Analysis of Operating expenses of Class I Railways for the*

TABLE E.—EXPENSES OF

Railway.	Clothing—(E. III. 3203).			Stationery, Forms and Tickets —(E. III. 3204).			Compensation for goods, etc., Lost or damaged— (E. III. 3700).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.
	174	175	176	177	178	179	180	181	182
	Rs.	As.		Rs.	As.		Rs.	As.	
5′ 6″ Gauge.									
Bengal and Assam	34,680	0·08	0·05	3,61,742	0·83	0·56	2,33,370	0·54	0·36
Bengal-Nagpur	2,01,371	0·23	0·17	3,56,708	0·41	0·30	5,80,028	0·67	0·49
Bombay, Baroda and Central India	99,149	0·20	0·16	6,03,114	1·25	0·99	3,55,100	0·73	0·58
East Indian	4,67,696	0·28	0·23	6,68,998	0·40	0·33	15,96,015	0·95	0·78
Great Indian Peninsula	1,58,956	0·11	0·10	5,37,203	0·38	0·34	10,97,438	0·78	0·69
Madras and Southern Mahratta	21,182	0·05	0·04	2,00,356	0·46	0·42	1,84,037	0·42	0·38
Nizam's State	25,423	0·19	0·22	85,713	0·65	0·75	43,756	0·33	0·33
North Western	4,95,123	0·36	0·30	8,22,895	0·59	0·49	9,12,113	0·66	0·54
South Indian	36,866	0·18	0·20	2,20,586	1·09	1·21	1,10,154	0·55	0·60
3′ 3/8″ Gauge.									
Bengal and Assam	30,157	0·04	0·04	4,11,458	0·58	0·52	4,58,473	0·65	0·58
Bikaner State	11,180	0·25	0·32	31,243	0·68	0·91	28,084	0·61	0·82
Bombay, Baroda and Central India	57,254	0·13	0·14	2,90,975	0·68	0·71	2,17,648	0·51	0·54
Jodhpur	24,509	0·22	0·22	77,733	0·70	0·69	51,646	0·47	0·46
Madras and Southern Mahratta	32,566	0·08	0·12	2,18,040	0·52	0·82	1,11,653	0·27	0·43
Mysore State	16,867	0·13	0·22	60,797	0·48	0·78	8,769	0·07	0·11
Nizam's State	24,055	0·22	0·30	58,692	0·54	0·73	21,538	0·20	0·27
Oudh and Tirhut	1,18,154	0·22	0·37	2,86,095	1·53	0·91	—6,56,232	—1·22	—2·08
South Indian	97,774	0·25	0·26	4,70,141	1·21	1·25	1,62,090	0·42	0·43
2′ 6″ and 2′ 0″ Guages.									
Bengal and Assam	..	..	..	1,460	0·22	0·64	75	0·01	0·03
Bengal-Nagpur	25,082	0·19	0·32	14,844	0·12	0·19	..	..	..
Bombay, Baroda and Central India	450	0·04	0·06	7,104	0·54	0·98	398	0·03	0·06
Great Indian Peninsula	118	0·01	0·02	28	0·00	0·00	..	..	..
Mysore State	976	0·10	0·24	3,519	0·35	0·88	508	0·05	0·13
North Western	18,923	0·26	0·27	40,100	0·56	0·57	43,484	0·60	0·62

year 1943-44—contd.

TRAFFIC DEPARTMENT—*concld.*

Total Operating Expenses—(E. III.).			Total Working Expenses—Abstract E.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	185	186	187	188	
Rs.	As.		Rs.	As.		
						5′ 6″ Gauge.
93,03,367	21·4	14·4	1,03,45,176	23·8	16·0	Bengal & Assam.
1,36,85,530	15·7	11·6	1,58,54,656	18·2	13·5	Bengal Nagpur.
42,96,519	8·88	7·08	53,98,804	11·2	8·90	Bombay, Baroda and Central India.
2,65,52,831	15·9	13·0	2,96,20,939	17·7	14·5	East Indian.
2,04,94,643	14·6	12·9	2,29,83,846	16·4	14·5	Great Indian Peninsula.
48,60,866	11·1	10·2	55,54,342	12·7	11·6	Madras and Southern Mahratta.
13,94,461	10·5	12·2	16,47,861	12·5	14·4	Nizam's State.
1,70,12,367	12·3	10·2	1,92,88,351	13·9	11·6	North Western.
21,19,670	10·5	11·6	24,09,480	11·9	13·2	South Indian.
						3′ 3⅜″ Gauge.
1,08,47,454	15·3	13·7	1,23,37,517	17·4	15·6	Bengal & Assam.
3,78,605	8·26	11·0	4,59,939	10·0	13·4	Bikaner State.
32,62,684	7·59	8·00	39,26,721	9·13	9·63	Bombay, Baroda and Central India.
13,99,877	12·7	12·4	16,42,562	14·9	14·6	Jodhpur.
30,53,122	7·30	11·6	34,52,110	8·25	13·1	Madras and Southern Mahratta.
7,27,682	5·74	9·21	8,18,185	6·45	10·4	Mysore State.
12,71,718	11·8	15·9	14,51,521	13·5	18·1	Nizam's State.
29,28,460	5·46	9·28	35,03,892	6·70	11·4	Oudh and Tirhut.
44,66,416	11·5	11·9	50,40,688	13·0	13·4	South Indian.
						2′ 6″ and 2′ 0″ Gauges.
34,086	5·22	15·0	36,797	5·64	16·2	Bengal & Assam.
9,06,726	7·00	11·5	10,13,016	7·82	12·8	Bengal Nagpur.
1,17,151	8·93	16·1	1,35,725	10·3	18·6	Bombay, Baroda and Central India.
77,335	6·31	15·3	77,357	6·31	15·3	Great Indian Peninsula.
42,123	4·19	10·6	47,362	4·71	11·9	Mysore State.
7,14,999	9·93	10·3	8,10,210	11·2	11·6	North Western.

TABLE F.—EXPENSES OF

Railway.	General Administration, London Boards and Charges in India for Government supervision, control and Audit (F. I. 1100 and 1200).			General Manager's and Divisional Superintendent's Offices—(F. I. 1300).			Accounts and Audit Department—(F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5′ 6″ Gauge.									
	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal & Assam	..	..	..	4,39,694	1·01	0·68	6,01,346	1·38	0·93
Bengal Nagpur	2,80,561	0·32	0·24	4,46,739	0·51	0·37	13,45,029	1·55	1·14
Bombay, Baroda and Central India	..	..	..	3,34,784	0·69	0·55	10,45,289	2·16	1·72
East Indian	..	..	..	15,09,467	0·90	0·74	25,06,936	1·50	1·23
Great Indian Peninsula	..	..	..	2,62,295	0·19	0·17	16,77,051	1·19	1·06
Madras and Southern Mahratta	2,56,263	0·59	0·53	2,20,219	0·50	0·46	5,76,805	1·32	1·21
Nizam's State	1,35,260	1·02	1·18	1,44,926	1·10	1·27	2,31,859	1·75	2·03
North Western	..	..	..	16,84,569	1·22	1·01	24,44,158	1·76	1·47
South Indian	1,12,153	0·55	0·61	1,16,125	0·57	0·64	3,04,679	1·51	1·67
3′ 3⅜″ Gauge.									
Bengal & Assam	..	..	..	6,21,948	0·88	0·79	7,63,634	1·08	0·96
Bikaner State	2,967	0·07	0·09	79,994	1·75	2·32	1,08,968	2·38	3·17
Bombay, Baroda and Central India	..	..	..	2,03,240	0·47	0·50	6,40,662	1·49	1·57
Jodhpur	..	..	..	1,08,501	0·98	0·96	2,15,888	1·95	1·92
Madras and Southern Mahratta	2,22,892	0·53	0·85	1,20,774	0·29	0·46	4,04,699	0·97	1·53
Mysore State	15,003	0·12	0·19	54,806	0·43	0·70	1,49,506	1·18	1·91
Nizam's State	93,991	0·88	1·17	1,03,002	0·96	1·28	1,57,990	1·47	1·97
Oudh & Tirhut	..	..	..	1,22,159	0·23	0·39	6,51,375	1·22	2·07
South Indian	1,36,626	0·61	0·63	1,81,115	0·47	0·48	5,09,698	1·31	1·36
2′ 6″ and 2′ 0″ Gauges.									
Bengal & Assam	..	..	..	1,645	0·25	0·72	2,249	0·35	0·99
Bengal Nagpur	93,349	0·72	1·18	21,127	0·16	0·27	25 377	0·20	0·32
Bombay, Baroda and Central India	..	..	..	11,175	0·85	1·53	24,681	1·88	3·39
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	901	0·09	0·22	3,271	0·32	0·82	8,923	0·89	2·24
North Western	..	..	..	50,000	0·69	0·72	30,482	0·42	0·44

Railways for the year 1943-44—contd.

GENERAL DEPARTMENT.

Stores Department—(F. I. 1500).			Medical Department—(F. I. 1700).			Police—(F. I. 1800).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
198	199	200	201	202	203	204	205	206	
									5′ 6″ Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		
6,51,448	1·50	1·01	4,11,523	0·95	0·63	6,38,979	1·47	0·99	Bengal & Assam.
8,63,028	0·99	0·74	6,00,581	0·69	0·51	10,20,056	1·17	0·86	Bengal Nagpur.
5,30,212	1·10	0·87	2,56,246	0·53	0·42	7,77,103	1·61	1·28	Bombay, Baroda and Central India.
17,47,614	1·04	0·85	8,15,367	0·49	0·39	20,21,805	1·21	0·99	East Indian.
12,02,165	0·86	0·76	6,85,576	0·49	0·43	16,28,366	1·16	1·03	Great Indian Peninsula.
2,81,352	0·64	0·59	3,12,998	0·71	0·66	5,48,276	1·25	1·15	Madras and Southern Mahratta.
1,45,239	1·10	1·27	1,22,870	0·93	1·08	1,30,164	0·98	1·14	Nizam's State.
14,20,147	1·02	0·85	9,60,489	0·70	0·58	23,00,640	1·66	1·38	North Western.
1,77,078	0·88	0·97	1,02,223	0·51	0·56	1,64,718	0·82	0·90	South Indian.
									3′ 3⅜″ Gauge.
3,04,162	0·43	0·38	5,78,087	0·81	0·73	3,44,753	0·48	0·43	Bengal & Assam.
41,888	0·92	1·22	98	0·00	0·00	12,558	0·27	0·36	Bikaner State.
3,55,763	0·83	0·87	3,13,233	0·73	0·77	5,31,780	1·24	1·30	Bombay, Baroda and Central India.
97,349	0·88	0·87	32,632	0·30	0·29	57,682	0·52	0·51	Jodhpur.
1,36,452	0·33	0·52	1,96,874	0·47	0·75	2,56,265	0·61	0·97	Madras and Southern Mahratta.
53,930	0·42	0·68	46,544	0·37	0·59	45,526	0·36	0·58	Mysore State.
1,00,479	0·93	1·25	92,126	0·86	1·15	1,51,961	1·41	1·90	Nizam's State.
93,909	0·17	0·31	2,15,039	0·40	0·68	3,09,335	0·58	0·98	Oudh & Tirhut.
2,93,031	0·75	0·78	2,53,774	0·65	0·68	3,28,529	0·85	0·87	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
747	0·11	0·33	599	0·09	0·26	126	0·02	0·06	Bengal & Assam.
41,066	0·32	0·52	47,794	0·37	0·60	1,02,426	0·79	1·29	Bengal Nagpur.
2,409	0·18	0·33	2,578	0·20	0·35	6,535	0·50	0·90	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
3,240	0·32	0·81	2,790	0·28	0·70	2,717	0·27	0·68	Mysore State.
17,103	0·24	0·25	45,258	0·63	0·65	59,250	0·82	0·85	North Western.

30.—*Analysis of Operating expenses of Class I Railways for the*

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*

Railway.	Total General Administration—(F. I.).			Total Repairs and Maintenance—(F. II.).			Total Working Expenses—Abstract F.		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal & Assam	31,78,384	7·31	4·91	37,325	0·08	0·06	32,15,709	7·39	4·97
Bengal Nagpur	53,71,453	6·17	4·56	98,214	0·12	0·08	54,69,667	6·29	4·64
Bombay, Baroda and Central India	34,71,003	7·18	5·72	30,135	0·06	0·05	35,01,138	7·24	5·77
East Indian	1,00,62,892	6·01	4·92	1,36,179	0·08	0·07	1,01,99,071	6·09	4·99
Great Indian Peninsula	64,58,877	4·60	4·08	94,321	0·07	0·06	65,53,198	4·67	4·14
Madras and Southern Mahratta	25,68,624	5·86	5·37	39,386	0·09	0·08	26,08,010	5·95	5·45
Nizam's State	9,34,538	7·06	8·19	9,200	0·07	0·08	9,43,738	7·13	8·27
North Western	1,00,77,682	7·27	6·05	78,295	0·05	0·05	1,01,55,977	7·32	6·10
South Indian	11,39,337	5·64	6·24	15,484	0·08	0·08	11,54,821	5·72	6·32
3′ 3⅜″ Gauge.									
Bengal & Assam	30,13,234	4·25	3·80	40,601	0·06	0·05	30,53,835	4·31	3·85
Bikaner State	2,58,474	5·65	7·51	1,946	0·04	0·06	2,60,428	5·69	7·57
Bombay, Baroda and Central India	23,73,114	5·52	5·82	26,119	0·06	0·06	23,99,233	5·58	5·88
Jodhpur	6,08,136	5·50	5·41	4,820	0·04	0·04	6,12,956	5·54	5·45
Madras and Southern Mahratta	15,41,522	3·68	5·86	11,076	0·03	0·04	15,52,598	3·71	5·90
Mysore State	3,86,773	3·05	4·91	250	..	..	3,87,023	3·05	4·91
Nizam's State	7,16,500	6·66	8·94	6,430	0·06	0·08	7,22,930	6·72	9·02
Oudh & Tirhut	17,11,081	3·19	5·44	25,103	0·05	0·07	17,36,184	3·24	5·51
South Indian	21,10,964	5·44	5·62	37,101	0·10	0·10	21,48,065	5·54	5·72
2′ 6″ and 2′ 0″ Gauges.									
Bengal & Assam	6,148	0·94	2·71	114	0·02	0·05	6,262	0·96	2·76
Bengal Nagpur	3,73,920	2·89	4·72	..	..	..	3,73,920	2·89	4·72
Bombay, Baroda and Central India	50,075	3·82	6·87	..	..	..	50,075	3·82	6·87
Great Indian Peninsula	...	..	..	..	..	..	...	..	..
Mysore State	23,123	2·30	5·80	17	..	..	23,140	2·30	5·80
North Western	2,17,594	3·02	3·13	787	0·01	0·01	2,18,381	3·03	3·1.

year 1943-44—contd.

TABLE G.—MISCELLANEOUS EXPENSES.									
Total General Administration—(G. 1).			Total Operating Expenses—(G. III).			Total Working Expenses—Abstract G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
1,77,01,409	40·7	27·4	2,46,810	0·57	0·38	1,79,48,219	41·3	27·7	Bengal and Assam.
2,63,49,516	30·3	22·4	6.84,241	0·79	0·58	2,70,33,757	31·1	22·9	Bengal Nagpur.
95,44,540	19·7	15·7	2,14,653	0·44	0·35	97,59,198	20·2	16·1	Bombay, Baroda and Central India.
3,81,97,758	22·8	18·7	9,12,009	0·54	0·45	3,91,09,767	23·4	19·1	East Indian.
1,95,31,561	13·9	12·3	3,89,788	0·28	0·25	1,99,21,349	14·2	12·6	Great Indian Peninsula.
79,03,445	18·0	16·5	7,36,380	1·68	1·54	86,39,825	19·7	18·1	Madras and Southern Mahratta.
6,67,835	5·05	5·85	4,79,310	3·62	4·20	11,47,145	8·67	10·1	Nizam 's State.
1,70,67,401	12·3	10·3	5,13,773	0·37	0·31	1,75,81,174	12·7	10·6	North Western.
31,69,080	15·7	17·3	3,09,643	1·53	1·70	34,78,723	17·2	19·0	South Indian.
									3′ 3¾″ Gauge.
2,15,13,329	30·3	27·1	2,32,996	0·33	0·29	2,17,46,325	30·7	27·4	Bengal and Assam.
1,19,687	2·62	3·48	15,705	0·34	0·45	1,35,392	2·96	3·93	Bikaner State.
56,49,901	13·1	13·9	2,12,397	0·49	0·52	58,62,298	13·6	14·4	Bombay, Baroda and Central India.
7,61,043	6·88	6·76	4,07,902	3·69	3·63	11,68,945	10·6	10·4	Jodhpur.
21,68,547	5·18	8·24	3,12,432	0·75	1·19	24,80,979	5·93	9·43	Madras and Southern Mahratta.
7,10,227	5·60	9·08	23,927	0·19	0·31	7,34,154	5·79	9·39	Mysore State.
8,83,488	8·21	11·0	3,33,167	3·10	4·16	12,16,655	11·3	15·2	Nizam's State.
43,25,664	8·07	13·7	1,579	0·00	0·00	43,27,243	8·07	13·7	Oudh and Tirhut.
55,57,072	14·3	14·8	9,33,704	2·41	2·49	64,90,776	16·7	17·3	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
42,479	6·51	18·7	368	0·06	0·16	42,847	6·57	18·9	Bengal and Assam.
2,28,439	1·76	2·88	6,073	0·05	0·08	2,34,512	1·81	2·96	Bengal Nagpur.
16,520	1·26	2·27	—55	—0·00	—0·01	16 465	1·26	2·26	Bombay, Baroda and Central India.
5,436	0·44	1·07	..	..	..	5,436	0·44	1·07	Great Indian Peninsula.
46,408	4·61	11·7	1,563	0·15	0·39	47,971	4·76	12·0	Mysore State.
3,22,850	4·48	4·63	6,817	0·09	0·10	3,29,667	4·57	4·73	North Western.

30.—*Analysis of Operating expenses of Class I*

TABLE H.—EXPENSES OF

Railway.	General Administration—(H. I.)				Electric Traction—Sub-Stations, overhead equipment, etc.,—Running and Workshop repair.—(H. II 2110 and 2120).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	225	226	227	228	229	230	231	232
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	
Bengal and Assam	4,02,347	2·03	0·93	0·62	..	..	..	..
Bengal-Nagpur	3,78,861	0·83	0·43	0·32	..	..	..	..
Bombay, Baroda and Central India	5,05,445	2·11	1·05	0·83	83,199	3·92	1·01	0·14
East Indian	11,43,678	1·21	0·68	0·56	..	..	..	..
Great Indian Peninsula	13,52,835	6·66	2·42	0·85	5,63,964	5·22	1·79	0·36
Madras and Southern Mahratta	2,57,786	1·29	0·59	0·54	..	..	..	..
Nizam's State	33,161	0·53	0·25	0·28	..	..	..	..
North Western	9,84,215	1·54	0·71	0·59	..	..	..	..
South Indian	98,064	1·38	0·49	0·54	..	..	..	..
3′ 3¾″ Gauge.								
Bengal and Assam	4,44,835	1·17	0·63	0·56	..	..	..	..
Bikaner State	4,726	0·24	0·10	0·14	..	..	..	..
Bombay, Baroda and Central India	2,34,453	1·17	0·55	0·57	..	..	..	..
Jodhpur	5,281	0·09	0·05	0·05	..	..	..	..
Madras and Southern Mahratta	1,63,905	1·14	0·30	0·62	..	..	..	..
Mysore State	9,687	0·28	0·08	0·12	..	..	..	..
Nizam's State	26,576	0·68	0·25	0·33	..	..	..	..
Oudh & Tirhut	65,730	0·31	0·12	0·21	..	..	..	..
South Indian	2,79,365	1·82	0·72	0·74	11,288	1·64	0·23	0·03
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	477	0·44	0·07	0·21	..	..	..	..
Bengal Nagpur	4,567	0·10	0·03	0·06	..	..	..	..
Bombay, Baroda and Central India	384	0·11	0·03	0·05	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	554	0·23	0·06	0·14	..	..	..	..
North Western	18,042	1·02	0·25	0·26	..	..	..	..

Railways for the year 1943-44—contd.

ELECTRICAL DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H. II. 2131).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II. 2132).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expens es.	
233	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
31,538	1·48	0·38	0·05	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	East Indian.
45,438	1·37	0·29	0·03	1,20,057	2·43	1·14	0·11	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ Gauge.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Oudh and Tirhut.
11,247	1·64	0·24	,0·03	*1,424	*0·21	*0·45	*0·01	Soth Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal & Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.

* Includes running repairs to Battery Locomotives.

30.—*Analysis of Operating expenses of Class I Railways for the*

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II. 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II. 2134).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	241	242	243	244	245	246	247	248
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	1,216	0·06	0·02	0·00	1,79,267	8·45	2·17	0·30
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	2,24,671	6·77	1·44	0·14
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ Gauge.								
Bengal & Assam	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Oudh & Tirhut	..	..	..	..	..	..	..	..
South Indian	*	*	*	*	13,026	1·90	0·28	0·04
2′ 6″ and 2″ 0″ Gauges.								
Bengal & Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..

* Included in Columns 237 to 240.

year 1943-44—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Rolling Stock traction equipment —Electric Locomotive—Workshop repairs—(H. II. 2135).				Rolling Stock traction equipment—Battery Locomotive—Workshop repairs—(H. II. 2136)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
249	250	251	252	253	254	255	256	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	1,710	0·08	0·02	0·00	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	East Indian.
1,31,754	1·76	0·82	0·08	6	0·00	0·00	0·00	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3⅜″ GAUGE.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Oudh & Tirhut.
*1,263	*0·18	*0·40	*0·00	†	†	†	†	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.

* Includes workshop repairs to Battery Locomotives.
† Included in columns 249 to 252.

30.—*Analysis of Operating expenses of Class I*

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Body Work under Frames, bogies, etc.—Running and Workshop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	257	258	259	260	261	262	263	264
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	5,37,193	25·3	6·52	0·88	8,34,123	39·3	10·01	1·37
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	16,91,962	15·7	5·36	1·07	28,39,852	26·3	8·99	1·79
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ Gauge.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Oudh and Tirhut	..	..	..	..	..	..	..	..
South Indian	75,402	11·0	1·51	0·20	1,13,650	16·5	3·11	0·34
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..

Railways for the year 1943-44—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. II. 2200).				Electric Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	169	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
5,85,395	2·96	1·35	0·90	2,49,703	1·26	0·57	0·39	Bengal and Assam.
8,71,134	1·91	1·00	0·74	6,68,695	1·47	0·77	0·57	Bengal Nagpur.
8,20,727	3·43	1·70	1·35	2,08,578	0·87	0·43	0·35	Bombay, Baroda and Central India.
21,23,212	2·25	1·27	1·04	13,88,770	1·47	0·82	0·68	East Indian.
20,33,920	3·14	1·44	1·29	3,38,477	1·29	0·60	0·53	Great Indian Peninsula.
4,43,120	2·21	1·01	0·92	1,72,113	0·86	0·39	0·36	Madras and Southern Mahratta.
70,179	1·11	0·53	0·62	83,545	1·33	0·63	0·73	Nizam's State.
20,36,840	3·19	1·47	1·22	9,05,356	1·42	0·65	0·55	North Western.
1,19,916	1·69	0·60	0·66	87,483	1·23	0·44	0·48	South Indian.
								3′ 3¾″ Gauge.
6,80,727	1·79	0·96	0·86	3,62,760	0·96	0·51	0·45	Bengal and Assam.
42,557	2·16	0·93	1·24	19,350	0·98	0·42	0·56	Bikaner State.
5,65,912	2·82	1·32	1·39	2,58,008	1·29	0·60	0·63	Bombay, Baroda and Central India.
65,415	1·16	0·59	0·58	1,15,415	2·04	1·04	1·03	Jodhpur.
1,73,823	1·21	0·42	0·66	2,07,769	1·45	0·50	0·79	Madras and Southern Mahratta.
18,463	0·55	0·15	0·24	24,979	0·73	0·19	0·32	Mysore State.
34,938	0·89	0·32	0·43	98,400	2·53	0·91	1·23	Nizam's State.
3,92,705	1·85	0·73	1·24	1,92,484	0·90	0·36	0·61	Oudh and Tirhut.
5,05,424	3·30	1·30	1·35	1,98,151	1·29	0·51	0·53	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
49	0·05	0·01	0·02	1,050	0·97	0·16	0·47	Bengal and Assam.
20,034	0·41	0·15	0·25	47,261	0·98	0·37	0·60	Bengal Nagpur.
1,384	0·40	0·11	0·19	4,206	1·19	0·32	0·58	Bombay, Baroda and Central India.
3,080	0·78	0·25	0·61	66	0·02	0·01	0·01	Great Indian Peninsula.
1,080	0·45	0·11	0·27	1,429	0·60	0·14	0·35	Mysore State.
57,861	3·27	0·80	0·83	67,910	3·84	0·94	0·97	North Western.

30.—*Analysis of Operating expenses of Class I Railways for the*

TABLE H.—EXPENSES

Railway.	Total Repairs and Maintenance—(H. II.).				Electric Traction—Running Staff—(H. III. 3110)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	273	274	275	276	277	278	279	280
	Rs.	Rs.	As.		Rs.	Rs.	As.	
5′ 6″ Gauge.								
Bengal and Assam	8,93,201	4·51	2·05	1·38	..	..	..	..
Bengal Nagpur	16,60,104	3·65	1·91	1·41	..	..	..	..
Bombay, Baroda and Central India	20,12,658	8·40	4·16	3·32	3,99,491	18·8	4·85	0·66
East Indian	38,68,897	4·10	2·31	1·89	..	..	..	..
Great Indian Peninsula	57,12,267	8·82	4·07	3·61	17,79,414	16·5	5·64	1·12
Madras and Southern Mahratta	6,75,416	3·37	1·54	1·41	..	..	..	..
Nizam's State	1,53,724	2·44	1·16	1·35	..	..	..	..
North Western	30,64,812	4·80	2·21	1·84	..	..	..	..
South Indian	2,21,679	3·12	1·10	1·21	..	..	..	..
3′ 3⅜″ Gauge.								
Bengal and Assam	10,87,964	2·87	1·54	1·37	..	..	..	..
Bikaner State	62,007	3·14	1·35	1·80	..	..	..	
Bombay, Baroda and Central India	9,11,486	4·55	2·12	2·23	..	..	..	..
Jodhpur	1,81,456	3·21	1·64	1·61	..	..	..	..
Madras and Southern Mahratta	4,20,890	2·94	1·01	1·60	..	..	..	..
Mysore State	43,442	1·28	0·34	0·56	..	..	..	
Nizam's State	1,33,338	3·42	1·23	1·66	..	..	..	..
Oudh and Tirhut.	6,15,718	2·89	1·15	1·95	..	..	..	..
South Indian	8,77,682	5·73	2·27	2·34	92,376	13·4	1·85	0·25
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	1,143	1·06	0·18	0·51	..	..	..	
Bengal Nagpur	67,560	1·40	0·52	0·85	..	..	..	..
Bombay, Baroda and Central India	5,631	1·60	0·43	0·77	..	..	..	..
Great Indian Peninsula	3,146	0·80	0·26	0·62	..	..	..	..
Mysore State	..	..	..	..	..	..	..	
North Western	1,28,966	7·29	1·79	1·85	..	..		

year 1943-44—contd.

OR ELECTRICAL DEPARTMENT—*contd.*

Electric traction—Electric current—(H. III. 3140).				Electric traction—Examiners, cleaners, oilers, etc.—(H. III. 3150).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		
								5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal Nagpur.
6,51,669	30·7	7·90	1·07	44,734	2·11	0·54	0·07	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	East Indian.
14,05,669	13·0	4·45	0·89	76,951	0·71	0·24	0·05	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3⅜″ Gauge.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Oudh and Tirhut.
2,03,107	29·5	4·07	0·54	11,497	1·67	0·23	00·3	South Indian.
								2′ 6″ and 2′ 0″ Gauge.
..	..	..	..	..	..	..	..	Bengal and Assam.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.

30.—*Analysis of Operating expenses of Class I*

TABLE H.—EXPENSES.

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H. III. 3160 and 3170).				Total Electric traction—Operating Expenses—(H. III. 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
	Rs.	Rs.	As.		Rs.	Rs.	As.	
5′ 6″ GAUGE.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	51,495	2·43	0·63	0·09	12,47,448	54·1	13·9	1·89
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	4,06,821	3·76	1·29	0·26	36,68,855	34·0	11·6	2·32
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Oudh and Tirhut	..	..	..	..	..	..	..	..
South Indian	15,228	2·21	0·30	0·04	3,28,031	47·7	6·57	0·87
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal and Assam	..	..	..	..	..	..	..	..
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..

Railways for the year 1943-44—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H. III. 3200).				Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus and Miscellaneous—(H. III. 3300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
297	298	299	300	301	302	303	304	
Rs.	Rs.	As.		Rs.	Rs.	As.		
								5′ 6″ Gauge.
—25,282	—0·13	—0·06	—0·04	1,81,602	0·92	0·42	0·28	Bengal and Assam.
3,29,000	0·72	0·38	0·28	3,98,597	0·88	0·46	0·34	Bengal Nagpur.
3,43,049	1·43	0·71	0·57	3,43,426	1·44	0·71	0·57	Bombay, Baroda and Central India.
4,65,871	0·49	0·28	0·23	6,10,724	0·64	0·36	0·30	East Indian.
2,91,478	0·45	0·21	0·18	6,50,297	1·00	0·47	0·41	Great Indian Peninsula.
2,06,996	1·04	0·47	0·43	1,60,794	0·80	0·37	0·34	Madras and Southern Mahratta.
2,135	0·30	0·02	0·02	53,216	0·84	0·40	0·47	Nizam's State.
3,69,507	0·58	0·26	0·22	5,59,705	0·88	0·40	0·34	North Western.
90,026	1·27	0·45	0·49	50,324	0·71	0·25	0·28	South Indian.
								3′ 3⅜″ Gauge.
2,68,924	0·71	0·38	0·34	2,53,162	0·67	0·36	0·32	Bengal and Assam.
28,815	1·46	0·63	0·83	30,477	1·54	0·67	0·89	Bikaner State.
1,37,786	0·69	0·32	0·34	2,74,615	1·37	0·64	0·67	Bombay, Baroda and Central India.
42,799	0·76	0·38	0·38	38,707	0·68	0·35	0·34	Jodhpur.
62,068	0·43	0·15	0·24	1,06,011	0·74	0·25	0·40	Madras and Southern Mahratta.
54,190	1·59	0·43	0·70	32,690	0·96	0·26	0·41	Mysore State.
1,448	0·04	0·01	0·02	42,983	1·11	0·40	0·54	Nizam's State.
1,45,291	0·68	0·27	0·46	1,66,347	0·78	0·31	0·53	Oudh and Tirhut.
1,37,253	0·89	0·35	0·37	90,390	0·59	0·23	0·24	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	7	0·01	0·00	0·00	Bengal and Assam.
8,569	0·18	0·07	0·11	21,609	0·45	0·17	0·27	Bengal Nagpur.
283	0·08	0·02	0·04	4,628	1·31	0·35	0·63	Bombay, Baroda and Central India.
162	0·04	0·01	0·03	84	0·02	0·01	0·02	Great Indian Peninsula.
3,080	1·29	0·30	0·77	1,873	0·79	0·19	0·47	Mysore State.
847	0·05	0·01	0·01	14,109	0·80	0·20	0·20	North Western.

30.—*Analysis of Operating expenses of Class I Railways for the*

TABLE H.—EXPENSES

Railway.	Total Operating Expenses—(H. III.).				Appropriation to Depreciation Reserve Fund—(H. IV.).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
	Rs.	Rs.	As.		Rs.	Rs.	As.	
5′ 6″ Gauge.								
Bengal and Assam	1,84,915	0·94	0·43	0·29	59,089	0·30	0·13	0·09
Bengal-Nagpur	7,79,951	1·71	0·90	0·66	2,66,813	0·59	0·31	0·23
Bombay, Baroda and Central India	19,37,329	8·09	4·00	3·20	1,04,963	0·44	0·22	0·17
East Indian	12,66,422	1·34	0·76	0·62	3,53,424	0·21	0·38	0·18
Great Indian Peninsula	46,10,630	7·12	3·29	2·91	23,15,560	3·57	1·65	1·46
Madras and Southern Mahratta	3,91,334	1·96	0·89	0·82	16,271	0·08	0·04	0·03
Nizam's State	55,351	0·87	0·42	0·49	..	..	..	..
North Western	10,58,950	1·66	0·76	0·64	8,58,345	1·35	0·62	0·52
South Indian	1,45,461	2·05	0·72	0·80	16,800	0·24	0·08	0·09
3′ 3⅜″ Gauge.								
Bengal and Assam	5,60,676	1·48	0·79	0·71	52,130	0·14	0·07	0·07
Bikaner State	59,292	3·00	1·30	1·72	..	..	..	..
Bombay, Baroda and Central India	4,52,283	2·26	1·05	1·11	15,095	0·07	0·03	0·04
Jodhpur	99,019	1·75	0·89	0·88	..	..	..	..
Madras and Southern Mahratta	1,91,792	1·34	0·46	0·73	4,872	0·03	0·01	0·02
Mysore State	86,880	2·55	0·69	1·11	..	..	..	..
Nizam's State	44,431	1·15	0·41	0·56	..	..	..	..
Oudh and Tirhut	3,88,567	1·82	0·72	1·23	6,241	0·03	0·01	0·02
South Indian	5,82,976	3·80	1·50	1·55	49,423	0·32	0·13	0·13
2′ 6″ and 2′ 0″ Gauges.								
Bengal and Assam	7	0·01	0·00	0·09	119	0·11	0·02	0·05
Bengal-Nagpur	33,112	0·69	0·26	0·42	..	..	..	..
Bombay, Baroda and Central India	5,178	1·47	0·39	0·71	2	0·00	0·00	0·00
Great Indian Peninsula	246	0·06	0·02	0·05	..	..	..	..
Mysore State	4,953	2·08	0·49	1·24	..	..	..	..
North Western	18,711	1·06	0·26	0·27	7,894	0·44	0·11	0·11

year 1943-44—contd.

OF ELECTRICAL DEPARTMENT—*concld.*

Total Working Expenses—Abstract H.				Railway.
Total amount.	Per 1,000 vehicle miles.	Per trian mile.	Percentage of total working expenses.	
313	314	315	316	
Rs.	Rs.	Rs.		
				5′ 6″ Gauge.
15,39,552	7·78	3·54	2·38	Bengal and Assam.
30,85,729	6·78	3·55	2·62	Bengal-Nagpur.
45,60,395	19·0	9·43	7·52	Bombay, Baroda and Central India.
66,32,421	7·03	3·96	3·25	East Indian.
1,39,91,292	21·6	9·97	8·83	Great Indian Peninsula.
13,40,807	6·70	3·06	2·80	Madras and Southern Mahratta.
2,42,236	3·84	1·83	2·12	Nizam's State.
59,66,322	9·35	4·30	3·59	North Western.
4,82,004	6·79	2·39	2·64	South Indian.
				3′ 3⅜″ Gauge.
21,45,605	5·66	3·03	2·71	Bengal and Assam.
1,26,025	6·38	2·75	3·66	Bikaner State.
16,13,317	8·05	3·75	3·95	Bombay, Baroda and Central India.
2,85,756	5·05	2·58	2·54	Jodhpur.
7,81,459	5·45	1·87	2·97	Madras and Southern Mahratta.
1,40,009	4·11	1·11	1·79	Mysore State.
2,04,345	5·25	1·89	2·55	Nizam's State.
10,76,256	5·05	2·00	3·41	Oudh and Tirhut.
17,89,446	11·7	4·62	4·76	South Indian.
				2′ 6″ and 2′ 0″ Gauges.
1,746	1·62	0·27	0·77	Bengal and Assam.
1,05,239	2·19	0·81	1·33	Bengal-Nagpur.
11,195	3·18	0·85	1·53	Bombay, Baroda and Central India.
3,392	0·86	0·28	0·67	Great Indian Peninsula.
8,016	3·36	0·80	2·01	Mysore State.
1,73,613	9·81	2·41	2·49	North Western.

30.—*Analysis of Operating expenses of Class I Railways for the year 1943-44*—concld.

TABLE A. to H. Summary

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals', but from 1936-37 all Class I railways (except B. & N. W., R. & K., (now O. & T.) up to end of 1941-42, Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciation Reserve Fund, instead.

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage Amount. Total.	
	317	318	319	320	321	322	323	324	325
5′ 6″ GAUGE.									
	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal and Assam	2,45,38,981	37·9	1,40,26,977	21·7	1,82,28,545	28·2	79,18,864	12·2	6,47,13,367
Bengal Nagpur	3,86,40,664	32·8	2,60,76,719	22·1	3,32,65,733	28·2	1,98,49,840	16·9	11,78,32,956
Bombay, Baroda and Central India	1,70,22,669	28·1	1,52,09,119	25·1	1,62,95,315	26·8	1,21,53,704	20·0	6,06,80,807
East Indian	6,01,49,402	29·4	5,11,61,362	25·0	6,26,85,445	30·7	3,03,14,070	14·8	20,43,10,279
Great Indian Peninsula	3,61,60,154	22·8	4,10,14,774	25·9	5,53,37,098	35·0	2,58,28,397	16·3	15,83,40,423
Madras and Southern Mahratta	1,31,45,870	27·5	92,59,522	19·4	1,80,32,546	37·7	73,80,529	15·4	4,78,18,467
Nizam's State	25,49,195	22·3	29,26,426	25·7	38,11,341	33·4	(b)21,23,602	18·6	1,14,10,564
North Western	3,72,41,173	22·4	4,33,21,374	26·0	5,78,52,249	34·8	2,80,51,182	16·9	16,64,65,978
South Indian	54,45,575	29·8	33,92,297	18·6	71,16,165	38·9	23,18,183	12·7	1,82,72,220
3′ 3½″ GAUGE.									
Bengal and Assam	2,89,15,727	36·5	1,64,94,770	20·8	2,42,67,181	30·6	96,25,968	12·1	7,93,03,646
Bikaner State	6,78,304	19·7	12,45,796	36·2	12,52,276	36·4	2,65,727	7·72	34,42,103
Bombay, Baroda and Central India	1,15,22,889	28·2	1,20,98,808	29·7	1,19,08,777	29·2	52,62,875	12·9	4,07,93,349
Jodhpur	21,56,538	19·2	28,88,275	25·7	36,25,988	32·2	(b)25,76,633	22·9	1,12,47,434
Madras and Southern Mahratta	54,33,306	20·6	67,27,600	25·6	97,93,807	37·2	43,63,874	16·6	2,63,18,587
Mysore State	14,17,807	18·8	17,27,963	22·1	25,89,216	33·1	20,27,207	25·9	78,16,193
Nizam's State	22,95,539	28·7	18,29,557	22·8	27,71,394	34·6	(b)11,17,259	13·9	80,13,749
Oudh and Tirhut	81,15,138	25·7	89,78,918	28·5	95,11,891	30·2	49,38,843	15·7	3,15,44,790
South Indian	1,03,05,835	27·4	71,61,361	19·1	1,31,81,321	35·1	68,99,178	18·4	3,75,47,695
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal and Assam	57,291	25·2	61,802	27·2	91,954	40·5	15,907	7·01	2,26,954
Bengal Nagpur	11,35,241	14·3	29,42,359	37·2	24,53,386	31·0	13,90,290	17·6	79,21,276
Bombay, Baroda and Central India	1,23,732	17·0	2,97,586	40·8	2,90,609	39·8	17,256	2·37	7,29,183
Great Indian Peninsula	34,157	6·74	2,48,008	48·9	2,24,680	44·3	..	..	5,06,845
Mysore State	93,516	23·5	1,12,456	28·2	1,67,338	42·0	25,043	6·29	3,98,353
North Western	10,44,662	15·0	19,93,288	28·6	21,78,716	31·3	17,45,943	25·1	69,62,609

(*b*) Includes expenditure on account of Replacements and Renewals for other than State owned portions as under :—

Jodhpur Railway (Durbar lines) . . . . . Rs. 23,34,898

Nizam's State Railway (H. E. H.'s Government lines) . . . . . Rs. 31,64,057 (B.G.Rs. 20,93,428 and M. G. Rs. 10,70,629.)

31.—*Statement of Oil Consumption on Class I Railways during the years 1942-43 and 1943-44.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total. pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal and Assam	*1942-43*	*467,569*	*144,976*	*8·69*	*8·73*	*255,745*	*1·48*
	1943-44	441,109	156,154	8·95	8·95	317,257	1·58
Bengal Nagpur	*1942-43*	*452,772*	*1,041,897*	*8·13*	*9·57*	*547,679*	*1·17*
	1943-44	473,494	1,132,506	8·76	10·4	728,522	1·49
Bombay, Bareda and Central India	*1942-43*	*171,384*	*255,159*	*5·53*	*6·64*	*252,965*	*1·14*
	1943-44	157,707	260,432	5·40	6·50	272,563	1·23
East Indian	1942-43	*1,560,604*	*1,996,884*	*11·4*	*13·1*	*1,262,398*	*1·30*
	1943-44	1,528,554	2,037,344	12·4	14·4	1,229,983	1·32
Great Indian Peninsula	*1942-43*	*740,445*	*1,407,306*	*7·90*	*11·2*	*721,399*	*1·14*
	1943-44	871,208	1,372,064	8·48	12·4	721,917	1·15
Madras and Southern Mahratta	*1942-43*	*412,115*	*315,933*	*9·68*	*9·73*	*172,412*	*0·84*
	1943-44	405,899	338,311	9·59	10·6	176,660	0·87
Nizam's State	*1942-43*	*86,733*	*90,538*	*7·23*	*8·56*	*31,219*	*0·48*
	1943-44	90,391	77,143	7·23	7·84	31,081	0·49
North Western	*1942-43*	*1,381,197*	*1,244,142*	*9·23*	*12·6*	*1,067,915*	*1·61*
	1943-44	1,299,283	1,260,299	9·12	13·1	1,088,189	1·68
South Indian	*1942-43*	*207,553*	*189,837*	*10·3*	*11·1*	*66,307*	*0·91*
	1943-44	197,768	174,089	10·1	10·5	68,530	0·94
Total	*1942-43*	*5,480,372*	*6,686,672*	*9·21*	*11·1*	*4,378,039*	*1·26*
	1943-44	5,465,413	6,808,342	9·50	11·9	4,634,702	1·34
3′ 3¼″ GAUGE.							
Bengal and Assam	*1942-43*	*367,379*	*190,487*	*6·29*	*6·08*	*257,014*	*0·98*
	1943-44	452,284	348,236	7·28	7·68	304,971	0·79
Bikaner State	*1942-43*	*61,607*	*4,436*	*6·14*	*6·43*	*79,443*	*3·49*
	1943-44	46,302	4,637	6·52	6·29	72,176	3·55
Bombay, Baroda and Central India	*1942-43*	*169,777*	*220,061*	*5·09*	*5·19*	*236,878*	*1·02*
	1943-44	135,711	203,119	4·70	4·94	182,963	0·89
Jodhpur	*1942-43*	*93,767*	*46,547*	*6·22*	*6·55*	*39,095*	*0·53*
	1943-44	85,070	36,417	5·90	7·09	34,436	0·59
Madras and Southern Mahratta	*1942-43*	*302,264*	*286,482*	*8·14*	*7·86*	*163,992*	*1·04*
	1943-44	310,903	284,485	8·79	8·31	159,456	1·06
Mysore State	*1942-43*	*102,584*	*75,292*	*7·43*	*10·1*	*73,672*	*1·9a*
	1943-44	100,037	77,573	7·44	10·1	78,995	2·08
Nizam's State	*1942-43*	*67,067*	*43,555*	*6·17*	*7·09*	*21,896*	*0·57*
	1943-44	65,963	45,578	6·02	6·86	25,291	0·63
Oudh and Tirhut	*1942-43*	**252,313*	*172,783*	*5·05*	*4·47*	*215,759*	*0·94*
	1943-44	250,081	194,672	4·57	4·99	169,874	0·76
South Indian	*1942-43*	*261,516*	*167,135*	*6·70*	*6·45*	*105,699*	*0·68*
	1943-44	188,321	152,674	6·13	6·40	103,425	0·68
Total	*1942-43*	**1,678,274*	*1,206,778*	*6·29*	*6·15*	*1,193,448*	*0·99*
	1943-44	1,634,672	1,347,391	6·34	6·62	1,131,587	0·89

* Revised figures.

31.—Statement of Oil Consumption on Class I Railways during the years 1942 43 and 1943-44—concld.

Railway.	Year.	Lubricating oil used on Engine including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
	2	3	4
2′ 6″ and 2′ 0″ Gauges.			
Bengal and Assam	*1942-43*	*10,213*	*9·35*
	1943-44	10,216	9·26
Bengal Nagpur	*1942-43*	*118,171*	*4·23*
	1943-44	128,581	4·73
Bombay, Baroda and Central India	*1942-43*	*15,880*	*4·77*
	1943-44	12,675	4·86
Great Indian Peninsula	*1942-43*	*32,845*	*10·8*
	1943-44	28,919	13·3
Mysore State	*1942-43*	*12,932*	*5·83*
	1943-44	8,265	4·49
North Western	*1942-43*	*136,105*	*9·01*
	1943-44	132,560	9·25
Total	*1942-43*	*326,146*	*6·21*
	1943-44	321,216	6·52

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1942-43 and 1943-44.*

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through Lines), (3) Grant Road to Bandra (Local Lines), (4) Bandra to Borivli (Local Lines). §§(5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla) (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928. §§1st Sept. 1936.	3rd February 1925	11th May 1931.
3. Mileage equipped for electric service on 31st March—				
3·01. Route mileage	*1943*	*36·80*	*44·77*	*18·14*
	1944	36·80	44·77	18·14
3·02. Track mileage (excluding sidings)	*1943*	*91·60*	*89·49*	*36·28*
	1944	91·60	89·49	36·28
4. Mileage open for electric service on 31st March	*1943*	*36·80*	*103·19*	*18·14*
	1944	36·80	103·04	18·14
5. No. of sub-power stations on 31st March	*1943*	*4*	*4*	*4*
	1944	4	4	4
6. No. of electric railway stations on 31st March	*1943*	*27*	*28*	*14*
	1944	27	28	14
7. Mileage of transmission cable on 31st March	*1943*	*†79·14*	*@80·45*	*41·48*
	1944	†79·14	**80·48	41·48
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1942-43*	*40*	§53	*24*
	1943-44	40	§53	24
8·02. Trailer coaches	*1942-43*	*120*	*153*	*48*
	1943-44	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1942-43*	*40*	§53	*24*
	1943-44	40	§53	24
9·02. Trailer coaches	*1942-43*	120	153	*48*
	1943-44	120	153	48
9·03. Train Units*	*1942-43*	*40*	*51*	*24*
	1943-44	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01. Motor coaches	*1942-43*	*3*	*8*	*2*
	1943-44	3	8	3
10·02. Percentage of item 9·01	*1942-43*	*7·50*	*15·1*	*8·92*
	1943-44	7·50	15·1	13·1
10·03. Trailer coaches	*1942-43*	*8*	*17*	*4*
	1943-44	9	21	6
10·04. Percentage of item 9·02	*1942-43*	*6·67*	*11·1*	*8·92*
	1943-44	7·50	13·7	13·1

* A train unit is a motor coach and three trailers.

† Overhead 42·50 miles and underground 36·64 miles.

§ Includes 2 spare motor coaches.

‡ Figures for items 8 onwards include statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Kasara and Kalyan-Karjat which sections are also utilized for main line traffic.

@ Over head 35·57 miles and under ground 44·88 miles.

** Overhead 35·60 miles and underground 44·88 miles.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1942-43 and 1943-44*—contd.

NOTE 1.—The term "in units" occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—concld.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1942-43* ..	*37*	*45*	*22*
	1943-44 ..	37	45	21
11·02. Trailer coaches	*1942-43* ..	*112*	*136*	*44*
	1943-44 ..	111	132	42
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1942-43* ..	*34*	*41*	*18*
	1943-44 ..	32	43	17
12·02. Trailer coaches	*1942-43* ..	*108*	*121*	*36*
	1943-44 ..	96	125	34
12·03. Train units*	*1942-43* ..	*34*	*41*	*18*
	1943-44 ..	32	42	17
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1942-43* ..	*3*	*4*	*4*
	1943-44 ..	5	2	4
13·02. Trailer coaches	*1942-43* ..	*4*	*15*	*8*
	1943-44 ..	15	7	8
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1942-43* ..	*35,086*	*902,016*	*726,524*
	1943-44 ..	*Nil*	797,483	655,161
14·02. Total two unit traffic trains	*1942-43* ..	*@1,274,443*	*1,483,949*	*74,742*
	1943-44 ..	1,316,290	1,697,621	92,229
14·02. (*a*) Total three unit traffic trains	*1942-43* ..	*Nil*	*5,063*	*1,658*
	1943-44 ..	Nil	572	1,078
14·02. (*b*) Total four unit traffic trains	*1942-43* ..	*Nil*	*Nil*	*Nil*
	194344 ..	Nil	Nil	1
14·03. Total traffic trains	*1942-43* ..	*2,583,972*	*3,385,103*	*880,982*
	1943-44 ..	2,632,580	4,194,441	842,857
14·04. Other trains	*1942-43* ..	*20,084*	*Nil*	*Nil*
	1943-44 ..	19,708	Nil	Nil
15. Hours—				
15·01. Traffic trains	*1942-43* ..	*125,179*	*165,520*	*38,521*
	1943-44 ..	132,771	192,857	40,556
15·02. Other	*1942-43* ..	*1,449*	*27,572*	*Nil*
	1943-44 ..	1,498	27,998	Nil
15·03. Total	*1942-43* ..	*126,628*	*193,092*	*38,521*
	1943-44 ..	134,269	220,855	40,556
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1942-43* ..	***10,066,719*	*15,492,393*	*2,642,946*
	1943-44 ..	10,530,320	16,586,845	2,528,571
16·02. Other trains	*1942-43* ..	*78,329*	*Nil*	*Nil*
	1943-44 ..	78,832	Nil	Nil

* A train unit is a motor coach and three trailors.

@ Includes 1,917 double unit traffic train miles run by the G. I. P. trains to and from Andheri.

** Includes 13,419 vehicle miles of the G. I. P. trains run to and from Andheri.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1942-43 and 1943-44*—contd.

NOTE 1.—The term 'in units' occurring in certain columns of the Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	5	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use	*1942-43* ..	*210*	*260*	*133*
	1943-44 ..	226	273	135
17·02. Train unit miles per day per train unit on line	*1942-43* ..	*178*	*209*	*101*
	1943-44 ..	181	225	96
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1942-43* ..	*10·2*	*12·9*	*5·83*
	1943-44 ..	11·5	14·4	6·51
18·02. Train unit hours per day per train unit on line	*1942-43* ..	*8·67*	*10·4*	*4·40*
	1943-44 ..	9·17	11·8	4·62
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1942-43* ..	*178*	*209*	*101*
	1943-44 ..	181	225	96
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1942-43* ..	*172*	*208*	*101*
	1943-44 ..	181	221	96
20. Motor coach failures—				
20·01. Number	*1942-43* ..	*Nil*	*270*	*20*
	1943-44 ..	57	291	31
20·02. Motor coach miles per motor coach failure (in units).	*1942-43* ..	*Nil*	*14,389*	*44,049*
	1943-44 ..	46,531	14,414	27,189
21. Power supply failure—				
21·01. Failures originating at source of supply	*1942-43* ..	*Nil*	*Nil*	*2*
	1943-44 ..	Nil	Nil	
21·02. Failures originating at sub-station	*1942-43* ..	*Nil*	*3*	*1*
	1943-44 ..	Nil	..	Nil
21·03. Failures on account of overhead track equipment	*1942-43* ..	*Nil*	*17*	*37*
	1943-44 ..	Nil	5	40
22. Number of passengers carried—				
22·01. First Class	*1942-43* ..	*129,323*	*57,672*	*Nil*
	1943-44 ..	266,140	124,025	Nil
22·02. Second Class	*1942-43* ..	*2,469,249*	*1,155,052*	*271,783*
	1943-44 ..	4,174,054	2,270,108	801,033
22·03. Third Class	*1942-43* ..	*61,647,576*	*51,171,316*	*12,712,919*
	1943-44 ..	79,885,426	67,590,247	15,728,622
22·04. Total	*1942-43* ..	*64,246,148*	*52,384,040*	*12,984,702*
	1943-44 ..	84,325,620	69,984,380	16,529,655

32.—*Statement of Electric Multiple Unit Suburban Train Satistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1942-43 and 1943-44*—concld.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are also included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1942-43* ..	*1,060,316*	*430,871*	*Nil*
	1943-44 ..	2,033,560	952,432	Nil
23·02. Second Class	*1942-43* ..	*17,291,779*	*8,690,910*	*1,849,210*
	1943-44 ..	29,442,705	17,772,510	5,025,237
23·03. Third Class	*1942-43* ..	*442,635,191*	*404,811,113*	*74,004,880*
	1943-44 ..	585,242,628	502,446,730	92,345,398
23·04. Total	*1942-43* ..	*460,987,286*	*413,932,894*	*75,854,090*
	1943-44 ..	616,718,893	521,171,672	97,370,635
24. Earnings from passengers carried—				
24·01. First Class	*1942-43* ..	*62,194*	*27,728*	*Nil*
	1943-44 ..	1,31,077	60,535	Nil
24·02. Second Class	*1942-43* ..	*5,08,360*	*2,24,600*	*37.849*
	1943-44 ..	9,18,556	4,69,488	105,343
24·03. Third Class	*1942-43* ..	*52,68,783*	*50,26,596*	*10,53,710*
	1943-44 ..	71,53,350	62,59,842	14,16,151
24·04. Total.	*1942-43* ..	*58,39,337*	*52,78,924*	*10,91,559*
	1943-44 ..	82,02,983	67,80,865	15,21,494
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile .. Pies	*1942-43* ..	*2·43*	*2·45*	*2·76*
	1943-44 ..	2·55	2·50	3·00
25·02. Cost per passenger mile .. .. Pies	*1942-43* ..	**1·32*	*1·38*	*1·15*
	1943-44 ..	0·91	1·12	0·98
25·03. Earnings per train mile .. .. Rs.	*1942-43* ..	*2·31*	*2·21*	*1·36*
	1943-44 ..	2·17	2·72	2·03
25·04. Cost per train mile .. .. Rs.	*1942-43* ..	**1·26*	*1·24*	*0·56*
	1943-44 ..	1·12	1·22	0·66
26. Gross ton miles (including Departmental) ..	*1942-43* ..	*548,063,844*	*719,421,909*	68,494,662
	1943-44 ..	579,715,584	775,790,340	67,083,590
27. Power used—				
27·01. Total power for traction and train lighting kilowatt hours.	*1942-43* ..	(a) *35,621,290*	*49,217,693*	*4,723,379*
	1943-44 ..	(a) 36,199,216	53,060,254	3,890,848
27·02. Kilowatt hours per train unit mile	*1942-43* ..	*13·7*	*12·9*	*4·68*
	1943-44 ..	13·6	12·9	4·62
27·03. Kilowatt hours per 1,000 gross ton miles ..	*1942-43* ..	*65·0*	*70·0*	*60·2*
	1943-44 ..	61·0	70·0	58·9
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1942-43* ..	*45,319*	*138,718*	*16,461*
	1943-44 ..	51,010	140,387	16,644
28·02. Pints per 1,000 vehicle miles	*1942-43* ..	*4·48*	*8·95*	*6·23*
	1943-44 ..	4·81	8·46	6·58

* These results are based on the expenditure of Abstract only.

(a) Includes the power consumed by the G. I. P. Rly. trains.

33.—*Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1942-43 and 1943-44.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Rail Car Performance.

(*i*) Steam Propelled.

Railways.	Years.	Average authorised Stock (in terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car failures.		Lbs. of coal consumed per 1,000 seat miles. Gallons of fuel per 1,000 seat miles.
		Rail cars.	Trailer coaches	Rail cars.	Trailer coaches	Car miles.	Trailer coach miles.	Total (cols. 7+8).	Total seat miles (car and trailer).		Number	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal Nagpur	*1942-43*	*1*	*Nil*	*1*	*Nil*	*9*	*Nil*	*9*	*938*	*24·7*	*Nil*	..	*183·8*
	1943-44	1	Nil	1	Nil	1	Nil	1	148	3·90	Nil	Nil	30·2
East Indian	*1942-43*	*3*	*Nil*	*3*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	*Nil*	..	*Nil*
	1943-44	3	..	3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North Western	*1942-43*	*6*	*2*	*6*	*2*	*129*	*75*	*204*	*6,299*	*58·7*	*Nil*	..	*292·2*
	1943-44	6	2	6	2	156	52	208	7,667	71·2	1	156,297	291·6
Total	*1942-43*	*10*	*2*	*10*	*2*	*138*	*75*	*213*	*7,237*	*37·8*	*Nil*	..	*272·7*
	1943-44	10	2	10	2	157	52	209	7,815	43·0	1	157,000	288·9
3′ 3-3/8″ GAUGE.													
Bengal and Assam	*1942-43*	*1*	*Nil*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*20*	*0·96*	*Nil*	..	*685·7*
	1943-44	1	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Bombay, Baroda and Central India.	*1942-43*	**3*	*Nil*	**3*	*Nil*	*8*	*Nil*	*8*	*957*	*8·00*	*Nil*	*Nil*	*214·2*
	1943-44	*3	Nil	*3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Nizam's State	*1942-43*	*2*	*Nil*	*2*	*Nil*	*23*	*Nil*	*23*	*2,539*	*31·0*	*3*	*7,556*	*169·4*
	1943-44	2	Nil	2	Nil	9	Nil	9	977	12·0	Nil	Nil	173·4
Total	*1942-43*	*6*	*Nil*	*6*	*Nil*	*31*	*Nil*	*31*	*3,516*	*14·2*	*3*	*10,333*	*184·4*
	1943-44	6	Nil	6	Nil	9	Nil	9	977	4·11	Nil	Nil	173·3
2′ 6″ and 2′ 0″ GAUGES.													
Bengal Nagpur	*1942-43*	*3*	*Nil*	*3*	*Nil*	*4*	*Nil*	*1*	*53*	*1·27*	*Nil*	..	*891·2*
	1943-44	3	Nil	3	Nil	..	Nil	..	7	0·16	Nil	Nil	733·6
North Western	*1942-43*	*3*	*Nil*	*3*	*Nil*	*40*	*Nil*	*40*	*1,625*	*36·8*	*2*	*20,162*	*364·0*
	1943-44	3	Nil	3	Nil	23	Nil	23	982	21·3	1	23,378	362·7
Total	*1942-43*	*6*	*Nil*	*6*	*Nil*	*41*	*Nil*	*41*	*1,678*	*18·7*	*2*	*20,500*	*380·5*
	1943-44	6	Nil	6	Nil	23	Nil	23	989	10·5	1	23,000	369·2

(*ii*) Internal Combustion Engine Propelled.

5′ 6″ GAUGE.													
Bengal Nagpur	*1942-43*	*1*	*Nil*	*1*	*Nil*	*5*	*Nil*	*5*	*481*	*12·7*	*Nil*	...	*1·16*
	1943-44	1	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Madras and Southern Mahratta.	*1942-43*	*6*	*Nil*	*6*	*Nil*	*142*	*Nil*	*142*	*15,619*	*65·0*	*3*	*47,329*	*1·24*
	1943-44	6	Nil	6	Nil	90	Nil	90	9,928	41·0	4	22,563	1·32
Nizam's State	*1942-43*	*4*	*Nil*	*4*	*Nil*	*135*	*Nil*	*135*	*11,379*	*93·0*	*3*	*45,154*	*1·64*
	1943-44	4	Nil	4	Nil	155	Nil	155	13,016	106·0	2	77,479	1·76
North Western	*1942-43*	*(a)12*	*Nil*	*12*	*Nil*	*369*	*Nil*	*369*	*36,731*	*84·3*	*2*	*184,647*	*1·52*
	1943-44	(a)12	Nil	12	Nil	373	Nil	373	37,625	84·8	8	46,565	1·41
Total	*1942-43*	*23*	*Nil*	*23*	*Nil*	*651*	*Nil*	*651*	*64,210*	*77·5*	*8*	*81,375*	*1·47*
	1943-44	23	Nil	23	Nil	618	Nil	618	60,509	73·6	14	44,143	1·47
3′ 3-3/8″ GAUGE.													
Jodhpur	*1942-43*	*1*	*Nil*	*1*	*Nil*	*4*	*Nil*	*4*	*48*	*10·9*	*Nil*	..	*9·44*
	1943-44	1	Nil	1	Nil	5	Nil	5	59	13·5	Nil	Nil	10·8
South India	*1942-43*	*3*	*Nil*	*3*	*Nil*	*11*	*Nil*	*11*	*742*	*10·0*	*Nil*	..	*0·66*
	1943-44	3	Nil	3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total	*1942-43*	*4*	*Nil*	*4*	*Nil*	*15*	*Nil*	*15*	*790*	*10·3*	*Nil*	..	*1·19*
	1943-44	4	Nil	4	Nil	5	Nil	5	59	3·42	Nil	Nil	10·8
2′ 6″ GAUGE.													
Great Indian Peninsula.	*1942-43*	*1*	*1*	*1*	*1*	*11*	*7*	*‡18*	*947*	*29·8*	*Nil*	..	*†1·82*
	1943-44	1	1	1	1	2	4	6	337	7·33	..	..	†2·02
North Western	*1942-43*	*7*	*Nil*	*7*	*Nil*	*55*	*Nil*	*55*	*799*	*21·6*	*1*	*55,225*	*(b)13·5*
	1943-44	7	Nil	7	Nil	77	Nil	77	926	30·0	1	76,774	(c)14·3
Total	*1942-43*	*8*	*1*	*8*	*1*	*66*	*7*	*‡73*	*1,746*	*22·6*	*1*	*66,000*	*3·13*
	1943-44	8	1	8	1	79	4	83	1,263	27·1	1	79,000	3·17

* These are articulated sentinal coaches.
† Oil fuel is used on this service.
(*a*) Includes one Inspection Car.
(*b*) 520,137 seat miles run and 4,855 gallons of diesel oil consumed by electric car Nos. 8, 10 & 14 have been exeluded in working out this result.
(*c*) 700,593 seat miles run and 8,117 gallons of diesel oil consumed by electric car Nos. 8, 9, 10, & 14 have been excluded in working out this result.
(‡) Revised.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1944.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages)	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3′ 3-3/8″ Gauge.																
Bhavnagar State	39	..	4	..	128	214	475	..	6,192	65	193	1,078	3	1,081	15	13
Dibru-Sadiya	32	..	2	..	43	124	..	249	2,356	21	64	1,123	119	1,242	6	4
Gaekwar's Baroda State	24	..	4	..	162	99	129	..	5,082	3	165	296	6	302	4	16
Gondal (including Porbandar State).	28	..	..	..	110	166	405	..	3,704	30	140	618	1	619	4	44
Jamnagar & Dwarka	16	..	8	..	57	95	201	..	1,834	18	75	580	72	652	3	11
Jaipur State	18	..	6	..	120	93	111	49	3,592	6	126	401	6	407	2	3
Junagad State	18	..	2	..	139	125	345	..	3,812	18	157	302	8	310	9	12
Morvi	22	..	4	..	104	193	394	..	2,956	31	135	403	..	403	..	2
Total	197	..	30	..	863	1,109	2,060	298	29,528	192	1,055	4,801	215	5,016	43	105
2′ 6″ Gauge.																
Barsi Light	23	1	..	..	108 (a)	..	232	..	4,933	11	119	269	12	281	2	11
Gaekwar's Baroda State	40	**4	‡‡4	..	302	81	210	..	6,091	3	305	1,211	14	1,225	10	11
Shahdara (Delhi)-Saharanpur Light.	11	..	1	..	44	18	42	140	1,060	..	44	288	..	288	4	1
Total	74	5	5	..	454	99	484	140	12,084	14	468	1,768	26	1,794	16	23
2′ 0″ Gauge.																
Darjeeling-Himalayan	¶39	..	..	..	114	163	300	..	2,404	24	138	589	..	589	..	..
Total	39	..	..	..	114	163	300	..	2,404	24	138	589	..	589	..	..
Class III Railways.																
3′ 3-½″ Gauge.																
Mewar State	17	..	..	..	58	45	92	74	2,760	20	78	120	..	120	4	..
Total	17	..	..	..	58	45	92	74	2,760	20	78	120	..	120	4	..
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	442	*4	23	22	..	22	..	..
Arrah-Sasaram Light	8	..	..	..	27	32	..	101	816	1	28	131	..	131	3	..
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(b) 1
Baraset-Basirhat Light	¶14	..	..	..	35	58	..	164	1,105	..	35	84	..	84	2	(b) 2
Carried over	34	..	..	..	108	132	42	441	2,979	11	119	309	..	309	5	3

* Brake vans.
† In units.
¶ Includes Diesel locomotives, Baraset—Basirhat 7, Darjeeling Himalayan 1.
‡‡ Includes 2 Rail motor cars.
** Represent 4 steam coaches previously shown along with locomotives.
(a) Includes one Sentinel camel steam coach.
(b) Inspection motor trollies.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1944*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks.)
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	34	..	..	..	108	132	42	441	2,979	11	119	309	..	309	5	3
CLASS III RAILWAYS—*concld.*																
2' 6" Gauge.																
Bengal Provincial (*c*)	7	..	..	..	25	24	24	82	502	2	27	47	..	47	1	§1
Bukhtiarpur-Bihar Light.	**‡9	..	..	..	21	16	24	103	635	..	21	73	..	73	3	..
Burdwan-Katwa .	7	..	..	..	22	18	18	92	499	*4	26	36	..	36	..	§1
Cutch State . .	6	..	(*d*)2	..	18	..	78	..	485	..	18	72	1	73	..	§1
Dehri-Rohtas Light .	5	¶1	¶3	..	6	20	..	12	170	4	10	154	††5	159	1	..
Dholpur-State . . .	6	..	..	..	9	§§20	..	..	401	..	9	114	3	117	..	2
Futwah-Islampur .	‡3	..	..	..	8	12	..	56	295	..	8	12	..	12	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,038	*8	46	45	..	45	..	..
Tezpur-Balipara Light (*c*)	4	..	..	..	19	12	..	40	670	4	23	90	..	90	..	1
Total .	92	1	5	..	274	284	220	938	7,674	33	307	952	9	961	10	9
2' 0" Gauge.																
Howrah-Amta Light .	21	..	..	..	104	88	..	216	2,578	3	107	98	..	98	3	..
Howrah-Sheakhala Light.	‡4	..	..	..	29	22	..	51	704	..	29	11	..	11	..	..
Jagadhri Light . .	2	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jerhat ‡‡ . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Matheran (Hill) Light .	3	..	2	..	27	69	93	...	176	(*b*) 2	29	15	*2	17	2	(*a*) 4
Scindia State (Gwalior Light).	24	..	..	..	71	28	124	60	1,902	6	77	364	7	371	10	10
Total .	54	..	2	..	235	213	217	341	5,444	12	247	495	9	504	15	14

* Brake vans.
§ Inspection motor trollies.
(*a*) Includes one m >tor trolly, one P. W. I's, material trolly and 2 P. W. I's. push trollies.
(*b*) Saloons.
(*c*) As the Railway did not supply the information, the figures for 1942-43 have been adopted for 1943—44 also.
(d) Excludes one trailer.
† In units.
‡ Includes Diesel locomotives -Howarh-Sheakhala 1, Bukhtiar-Behar 3, Futwa-Islampnr 1.
** Includes 1 Petrol locomotive.
†† Includes 4 Brake vans and 1 special heavy material truck.
‡‡ The line has been partly merged with the B. &. A. Ry and partly dismantled. The stock still held is as follows: Locomotives 5, Rail cars (Internal combustion) 1, other Coaching vehicles 3, covered and open wagons 67 and special wagons 10.
§§ These were erroneously shown under '2nd' class in the previous report.
¶ 3 Rail motors and one sentinel steam lorry were used to be shown under cols. 3 and 4 in the previous reports.

35.—*Statement of Net Additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1943-44.*

NOTE.—The term 'In units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of the size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching vehicles (excluding vehicles used exclusively on Railway service).							† Goods wagons (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks.)
					No.	Seats by Classes. 1st.	2nd.	Inter.	Third							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3¾" Gauge.																
Bhavnagar State	..	..	..	..	..	—2	—12	..	+12	..	..	..	..	..	..	..
Dibru-Sadiya	..	..	..	..	—1	..	..	—13	—23	..	—1	+9	+2	+11	..	..
Gaekwars' Baroda State	..	..	..	..	..	..	..	..	+8	..	..	+28	..	+28	..	..
Gondal (including Porbandar State)	..	..	..	..	..	..	..	..	+8	..	..	..	..	..	..	..
Jamnagar & Dwarka	..	..	..	..	+1	—6	—6	..	+62	—1	..	..	..	..	..	..
Jaipur State	..	..	..	..	+8	..	..	+14	+309	..	+8	+26	..	+26	..	
Junagad State	..	..	..	..	—1	+2	—12	..	—3	..	—1	..	..	..	+1	..
Morvi	..	..	..	..	..	..	..	..	—64	+1	+1	—1	..	—1	..	..
Total	..	..	..	..	+7	—6	—30	+1	+309	..	+7	+62	+2	+64	+1	..
2' 6" Gauge.																
Barsi Light	—1	..	..	..	..	..	..	..	—20	..	..	..	..	..	..	..
Gaekwar's Baroda State.	..	..	—2	..	..	+2	+8	..	—57	..	..	..	..	..	..	..
Shahdara (Delhi Saharanpur Light	..	..	..	..	+1	..	..	..	..	—1	..	..	..	..	..	..
Total	—1	..	—2	..	+1	+2	+8	..	—77	—1	..	..	..	..	..	..
2' 0" Gauge.																
Darjeeling Himalayan	+4	..	..	..	+7	+16	—8	..	+354	..	+7	+60	..	+60	..	..
Total	+4	..	..	..	+7	+16	—8	..	+354	..	+7	+60	..	+60	..	..
CLASS III RAILWAYS.																
3' 3¾" Gauge.																
Mewar State	..	..	—2	..	—1	..	..	..	—38	+2	+1	+7	..	+7	+1	..
Total	..	..	—2	..	—1	..	..	..	—38	+2	+1	+7	..	+7	+1	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	..	..	..	..	..	..	..	+2	..	+2	..	..
Baraset- BasirhatLight	..	..	..	..	..	..	..	..	..	..	..	+10	..	+10	..	..
Bukhtiarpur Bihar Light	..	..	..	..	+1	..	..	..	..	..	+1	..	..	..	..	..
Cutch State	..	..	+2	..	..	..	+6	..	+45	..	..	..	..	..	..	..
Dehri-Rohtas Light	..	..	..	..	..	..	..	..	..	..	..	..	+5	+5	..	..
Futwah-Islampur	..	..	..	..	..	..	..	..	..	..	..	—8	..	—8	..	..
Total	..	..	+2	..	+1	..	+6	..	+45	..	+1	+4	+5	+9	..	..
2' 0" Gauge.																
Howrah-Amta Light	..	..	..	..	+4	+6	..	—152	+225	..	+4	..	..	..	..	..
Howrah-Sheakhala Light	..	..	..	..	..	..	..	—26	+1	..	..	..	..	..	..	..
Jorhat††	—5	..	—1	..	..	..	..	..	..	—1	—1	—76	—1	—77	..	..
Matheran (Hill) Light	..	..	..	..	..	—12	+12	..	..	..	..	..	..	..	..	..
Total	—5	..	—1	..	+4	—6	+12	—178	+226	—1	+3	—76	—1	—77	..	..

†† The line has been partly merged with the B & A Rly. and partly dismantled. The stock still held is shown in footnote of statement 34 on page 225
† In units

36. STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1942-43 AND 1943-44.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.	Passengers carried (in hundreds)				Total (Cols. 8+9).
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1942-43*	..	*4,4*	.	*1,326,4*	*1,330,8*	*148,3*	..	*5,7*	..	*1,473,4*	*1,479,1*
		1943-44	..	8,3	..	2,041,0	2,049,3	146,1	..	10,1	..	2,185,3	2,195,4
Bhavnagar State	3′ 3⅜″	*1942-43*	*1,2*	*32,3*	..	*2,934,4*	*2,967,9*	*358,5*	*1,8*	*44,1*	.	*3,230,5*	*3,326,4*
		1943-44	1,9	45,2	..	3,341,9	3,389,0	404,3	2,9	64,0	..	3,726,4	3,793,3
Darjeeling-Himalayan	2′ 0″	*1942-43*	*7,5*	*32,0*	..	*727,1*	*772,6*	*31,5*	*10,6*	*46,8*	..	*746,8*	*804,1*
		1943-44	7,7	36,9	..	661,6	708,2	61,0	15,4	61,0	..	692,8	769,2
Dibru Sadiya	3′ 3⅜″	*1942-43§*	*4,1*	*Nil*	*40,9*	*1,610,3*	*1,655,3*	*40,5*	*4,8*	*Nil*	*43,7*	*1,647,3*	*1,696,8*
		1943-44§	4,1	Nil	40,9	1,610,3	1,655,3	40,5	4,8	Nil	43,7	1,647,3	1,696,8
Gaekwar's Baroda State	3′ 3⅜″	*1942-43*	*5*	*16,5*	..	*4,385,0*	*4,402,4*	*770,1*	*1,5*	*28,6*	..	*5,142,4*	*5,172,5*
		1943-44	9	31,9	..	5,484,4	5,517,2	913,5	2,2	49,9	..	6,376,6	6,430,7
	2′ 6″	*1942-43*	*7*	*22,9*	..	*2,950,4*	*2,974,0*	*114,9*	*8*	*23,6*	..	*3,064,5*	*3,089,9*
		1943-44	1,5	51,6	..	4,816,0	4,869,1	119,9	1,5	52,5	.	4,935,0	4,989,0
Gondal	3′ 3⅜″	*1942-43*	*6*	*30,9*	..	*1,864,6*	*1,896,1*	*272,1*	*1,7*	*61,6*	..	*2,704,9*	*2,768,2*
		1943-44	1,2	51,8	..	2,352,1	2,405,1	1,053,8	3,2	98,1	..	3,357,6	3,458,9
Jaipur State	3′ 3⅜″	*1942-43*	*1,3*	*15,6*	*8*	*1,580,5*	*1,598,2*	*228,5*	*1,6*	*20,8*	*1,6*	*1,802,7*	*1,826,7*
		1943-44	2,0	16,8	4,0	2,034,6	2,057,4	258,3	2,6	23,0	5,3	2,284,8	2,315,7
Jamnagar & Dwarka	3′ 3⅜″	*1942-43*	*1,8*	*16,6*	..	*1,065,2*	*1,083,6*	*69,0*	*2,5*	*21,1*	..	*1,129,0*	*1,162,6*
		1943-44	2,5	30,8	..	1,400,5	1,433,8	90,9	3,4	37,2	..	1,484,1	1,524,7
Junagad State	3′ 3⅜″	*1942-43*	*8*	*30,8*	..	*2,630,1*	*2,661,7*	*306,5*	*1,2*	*41,5*	..	*2,925,5*	*2,968,2*
		1943-44	1,2	53,5	..	3,234,2	3,288,9	384,6	1,9	69,8	..	3,601,2	3,673,5
Morvi	3′ 3⅜″	*1942-43*	*1,0*	*24,6*	..	*1,270,0*	*1,295,6*	*476,9*	*3,0*	*47,9*	..	*1,721,6*	*1,772,5*
		1943-44	1,6	33,7	..	1,480,4	1,515,7	541,4	4,7	67,1	..	1,985,2	2,057,1
Shahora (Delhi) Saharanpur Light.	2′ 6″	*1942-43*	*3*	*5,6*	*23,0*	*1,628,0*	*1,656,9*	*13,4*	*3*	*5,8*	*22,4*	*1,640,8*	*1,670,3*
		1943-44	1,1	10,8	30,0	1,966,9	2,008,8	17,8	1,2	10,9	30,2	1,984,3	2,026,6
Total Class II Railways	..	*1942-43*	*19,8*	*238,6*	*64,7*	*23,972,0*	*24,295,1*	*3,430,2*	*29,7*	*347,5*	*68,7*	*27,279,8*	*27,725,3*
		1943-44	25,7	373,3	74,9	30,423,9	30,897,8	4,032,1	43,8	543,6	79,2	34,263,3	34,929,9
Class III Railways.													
Amadpur Katwa	2′ 6″	*1942-43*	*1*	*4*	*4,5*	*289,7*	*294,7*	*4,7*	*1*	*4*	*4,7*	*294,2*	*298,4*
		1943-44	1	1,1	6,2	414,1	421,5	5,6	2	1,1	6,4	419,4	427,1
Arrah-Sasaram Light	2′ 6″	*1942-43*	*7*	..	*5,9*	*506,5*	*513,1*	*7,7*	*7*	..	*6,0*	*514,1*	*520,8*
		1943-44	1,4	..	9,6	731,7	742,7	4,8	1,4	..	9,8	736,3	747,5
Bankura-Damoodar River	2′ 6″	*1942-43*	..	*3*	*3,4*	*257,3*	*261,0*	*8*	..	*3*	*3,5*	*258,0*	*261,8*
		1943-44	..	5	4,9	276,0	381,4	1,2	..	5	5,0	377,1	382,6
Barasat-Basirhat Light	2′ 6″	*1942-43*	*3,1*	..	*30,0*	*1,237,9*	*1271,0*	*3*	*3,1*	..	*30,0*	*1,238,2*	*1,271,3*
		1943-44	1,8	..	15,9	1,465,3	1,483,5	7	1,9	..	16,0	1,466,3	1,484,2
Bengal Provincial	2′ 6″	*1942-43*	*3*	*1,8*	*7,9*	*356,6*	*366,6*	*82,0*	*4*	*3,0*	*11,2*	*434,0*	*448,6*
		1943-44 §§	3	1,8	7,9	356,6	366,6	82,0	4	3,0	11,2	434,0	448,6

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures, passengers travelling over two or more railways or two or more gauges on the same Railway are considered as having made two or more separate journeys.

§ As the Railway did not supply the information, the figures of the previous year have been adopted.

§§ As the Railway did not supply the information, the figures for 1942-43 have been adopted for 1943-44.

Class II and III Railways for the years 1942-43 and 1943-44.

Passengers miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					Railways.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*333*	..	*64,938*	*65,271*	..	*68·9*	..	*37·3*	*37·4*	..	*17*	..	*10,70*	*10,87*	Barsi Light.
..	582	..	86,009	86,591	..	57·4	..	39·4	39·4	..	30	..	16,64	16,94	
124	*2,709*	..	*106,871*	*109,704*	*67·5*	*61·4*	..	*32·6*	*33·0*	*11*	*1,22*	..	*19,19*	*20,52*	Bhavnagar State
218	3,576	..	121,525	125,319	75·3	55·9	..	32·6	33·0	20	1,64	..	22,05	23,89	
396	*1,619*	..	*15,279*	*17,293*	*37·5*	*34·6*	..	*20·5*	*21·5*	*55*	*1,55*	..	*4,99*	*7,09*	Darjeeling Himalayan.
661	2,110	..	14, 57	17,719	42·2	34·7	..	21·6	23·0	108	2,41	..	6,71	10,20	
96	*Nil*	*867*	*23,636*	*24,599*	*19·9*	*Nil*	*19·8*	*14·4*	*14·5*	*9*	*Nil*	*25*	*3,80*	4,14	Dibru Sadiya.
96	Nil	867	23,636	24,599	19·9	Nil	19·8	14·4	14·5	9	Nil	25	3,80	4,14	
47	*670*	..	*80,716*	*81,433*	*31·6*	*23·4*	..	*15·7*	*15·7*	*5*	*45*	..	*18,39*	*18,89*	Gaekwar's Baroda State.
73	1,234	..	98 868	100,175	32·9	24·8	..	15·5	15·6	9	79	..	21,37	22,25	
21	*457*	..	*42,572*	*43,050*	*27·3*	*20·6*	..	*13·9*	*13·9*	*3*	*32*	..	*12,14*	*12,49*	
37	945	..	66,453	67,435	23·7	18·0	..	13·5	13·5	5	62	..	18,54	19,21	
72	*2,086*	..	*63,260*	*65,418*	*42·5*	*33·8*	..	*22·4*	*23·6*	*7*	*1,02*	..	*12,64*	*13,73*	Gondal.
130	3,198	..	74,669	77,997	40·2	32·6	..	22·2	22·5	14	1,58	..	15,35	17,07	
98	*980*	*100*	*54,257*	*55,435*	*61·4*	*47·2*	*61·3*	*30·1*	*30·3*	*12*	*61*	*3*	*11,58*	*12,34*	Jaipur State.
178	1,273	359	78,727	80 537	69·1	55·2	68·0	34·4	34·8	22	80	12	16,74	17,88	
144	*1,172*	..	*34,887*	*36,203*	*56·8*	*55·6*	..	*30·9*	*31·4*	*16*	*63*	..	*8,43*	*9,22*	Jamnager & Dwarka.
199	1,986	..	48,366	50,551	58·4	53·4	..	32·6	33·2	20	105	..	12,11	13,36	
52	*1,275*	..	*57,269*	*58,596*	*42·5*	*30·7*	..	*19·6*	*19·7*	*5*	*62*	..	*10,56*	*11,23*	Junagad State
63	2,120	..	72,565	74,748	33·8	30·4	..	20·1	20·3	6	104	..	13,62	14,72	
190	*2,936*	..	*66,074*	*69,200*	*63·2*	*61·3*	..	*38·4*	*39·0*	*17*	*1,39*	..	*13,69*	*15,25*	Morvi.
296	3,939	..	75,136	79,371	63·3	53·7	..	37·9	38·6	27	1,91	..	15,81	17,99	
10	*175*	*614*	*33,406*	*34,205*	*35·5*	*30·1*	*26·3*	*20·4*	*20·5*	*1*	*8*	*21*	*7,83*	*8,13*	Shahdra (Delhi)—Saharanpur Light.
16	220	537	30,141	30,914	13·8	20·2	17·8	15·2	15·3	2	14	25	9,42	9,83	
1,249	*14,442*	*1,581*	*633,165*	*660,437*	*42·1*	*41·6*	*23·0*	*23·2*	*23·5*	*1,41*	*8,06*	*49*	*1,33,94*	*1,43,90*	Total Class II Rys.
1,958	21,183	1,763	791,052	815,956	44·7	39·0	22·3	23·1	23·4	2,42	12,28	62	1,72,16	1,87,48	
															Class III Rys.
1	*6*	*74*	*3,329*	*3,410*	*10·0*	*15·0*	*15·7*	*11·3*	*11·4*	..	*1*	*3*	*1,04*	*1,08*	Ahmadpur Katwa.
2	22	117	5,057	5,198	10·0	20·0	18·3	12·05	12·2	..	2	5	1,58	1,65	
22	..	*209*	*10,014*	*10,245*	*30·0*	..	*34·9*	*19·5*	*19·7*	*3*	..	*10*	*3,13*	*3,26*	Arrah-Sasaram Light.
55	..	335	14,522	14,912	39·7	..	34·0	19·7	19·9	7	..	15	4,54	4,76	
..	*9*	*74*	*4,043*	*4,131*	..	*30·0*	*21·1*	*15·7*	*15·8*	..	*1*	*3*	*1,26*	*1,30*	Bankura-Damoodar River.
..	13	112	6,305	6,430	..	26·0	22·4	16·7	16·8	..	1	5	1,97	2,03	
147	..	*558*	*18,098*	*18,803*	*46·4*	..	*18·6*	*14·6*	*14·8*	*7*	..	*17*	*3,72*	*3,96*	Barasat Basirhat Light.
46	..	296	20,062	20,404	24·6	..	18·5	13·7	13·7	6	..	14	4,19	4,39	
3	*19*	*70*	*3,324*	*3,416*	*5·43*	*6·45*	*6·26*	*7·66*	*7·61*	..	*1*	*2*	*85*	*88*	Bengal Provincial.
3	19	70	3,324	3,416	5·43	6·45	6·26	7·66	7·61	..	1	2	85	88	

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1942-43 and 1943-44—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In Thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (in pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Barsi Light	2′ 6″	*1942-43*	..	*10·0*	..	*3·74*	*3·78*	*187*	*52*	*239*	*16,382*	*68·6*	*15,24*	*17·9*
		1943-44	..	10·0	.	3·71	3·76	163	61	224	15,385	68·6	14,80	18·5
Bhavanagar State	3′ 3¾″	*1942-43*	*17·3*	*8·65*	..	*3·45*	*3·59*	*307*	*252*	*559*	*35,306*	*64·0*	*23,22*	*12·5*
		1943-44	17·6	8·80	..	3·48	3·66	295	265	560	35,349	63·1	23,28	12·6
Darjeeling-Himalayan	2′ 0″	*1942-43*	*27·0*	*18·3*	..	*6·27*	*7·87*	*119*	*29*	*148*	*4,785*	*32·3*	*13,96*	*56·0*
		1943-44	31·9	22·0	..	8·62	11·1	112	38	150	5,143	34·3	18,36	68·5
Dilru Sadiya	3′ 3¾″	*1942-43§*	*18,0*	*Nil*	*5·50*	*3·00*	*3·20*	*552*	*96*	*648*	*20,027*	*30·9*	*20,97*	*20·1*
		1943-44§	18,0	Nil	5·50	3·00	3·20	552	96	648	20,027	30·9	20,97	20·1
Gaekwar's Baroda State	3′ 3¾″	*1942-43*	*22·3*	*12·9*	..	*4·37*	*4·45*	*136*	*498*	*634*	*22,188*	*35·0*	*14,64*	*12·7*
		1943-44	23·4	12·3	..	4·15	4·26	184	452	636	22,711	35·7	14,47	12·2
	2′ 6″	*1942-43*	*25·0*	*12·5*	..	*5·48*	*5·57*	*625*	*113*	*738*	*26,318*	*35·7*	*21,88*	*16·0*
		1943-44	25·2	12·6	..	5·36	5·47	507	121	628	20,828	33·2	22,49	20·7
Gondal	3′ 3¾″	*1942-43*	*19·7*	*9·43*	..	*3·84*	*4·03*	*282*	*467*	*749*	*33,743*	*45·0*	*21,00*	*11·1*
		1943-44	21·5	9·49	..	3·95	4·20	316	476	792	33,866	42·7	22,65	12·8
Jaipur State	3′ 3¾″	*1942-43*	*23·8*	*12·0*	*5·81*	*4·10*	*4·27*	*39*	*183*	*222*	*16,587*	*74·8*	*9,01*	*10·4*
		1943-44	24·0	12·0	6·07	4·08	4·26	58	172	230	18,597	80·8	9,67	9·98
Jamnagar & Dwarka	3′ 3¾″	*1942-43*	*20·7*	*10·3*	..	*4·64*	*4·89*	*468*	*179*	*647*	*37,238*	*57·6*	*18,86*	*9·50*
		1943-44	19·4	10·1	..	4·81	5·08	439	153	592	31,904	54·1	15,94	9·53
Junagad State	3′ 3¾″	*1942-43*	*18·0*	*9·37*	..	*3·54*	*3·68*	*232*	*55*	*287*	*11,186*	*39·0*	*8,93*	*15·3*
		1943-44	18·7	9·46	..	3·60	3·78	267	71	338	14,100	41·8	12,03	16·4
Morvi	3′ 3¾″	*1942-43*	*17·0*	*9·10*	..	*3·98*	*4·23*	*227*	*438*	*665*	*37,677*	*56·6*	*22,56*	*11·5*
		1943-44	17·5	9·32	..	4·04	4·35	210	375	585	33,978	58·1	19,29	10·9
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1942-43*	*14·0*	*9·00*	*6·50*	*4·50*	*4·56*	*217*	*37*	*254*	*8,086*	*31·9*	*6,98*	*16·6*
		1943-44	24·0	12·0	9·00	6·00	5·51	119	36	155	6,294	40·6	7,50	22·9
Total Class II Railways	..	*1942-43*	*21·7*	*10·7*	*5·95*	*4·06*	*4·25*	*3,391*	*2,399*	*5,790*	*270,023*	*46·6*	*1,97,25*	*14·0*
		1943-44	23·7	11·1	6·75	4·18	4·41	3,222	2,316	5,538	258,272	46·6	2,01,45	15·0
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1942-43*	..	*32·0*	*7·78*	*6·00*	*6·08*	*16*	*4*	*20*	*401*	*20·0*	*33*	*15·8*
		1943-44	..	17·5	8·21	6·00	6·09	12	3	15	305	20·3	28	17·6
Arrah-Sasaram Light	2′ 6″	*1942-43*	*24·0*	..	*9·00*	*6·00*	*6·10*	*46*	*6*	*52*	*2,559*	*48·8*	*1,03*	*7·71*
		1943-44	24·0	..	9·00	6·00	6·13	63	3	66	3,713	56·2	2,24	11·6
Baukura-Damodar River	2′ 6″	*1942-43*	..	*21·3*	*7·78*	*5·98*	*6·04*	*20*	*4*	*24*	*973*	*40·5*	*59*	*11·6*
		1943-44	..	14·8	8·57	6·00	6·06	15	1	16	670	41·9	49	14·0
Basarat-Basirhat Lights	2′ 6″	*1942-43*	*9·00*	..	*5·76*	*3·95*	*4·04*	*51*	*6*	*57*	*1,582*	*27·9*	*2,39*	*26·7*
		1943-44	24·0	..	8·80	4·01	4·10	51	6	57	1,629	28·7	2,43	26·6
Bengal Provincial	2′ 6″	*1942-43* **	*20·7*	*10·9*	*6·11*	*4·87*	*4·95*	*18*	*4*	*22*	*269*	*12·1*	*32*	*21·9*
		1943-44	20·7	10·9	6·11	4·87	4·95	18	4	22	269	12·1	32	21 9

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same Railway are considered as two or more separate consignments.

§As the Railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43 and 1943-44.

**As the Railway did not supply the information, the figures for 1942-43 have been adopted for 1943-44.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1942-43 and 1943-44—contd.

Railways.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd.	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III RAILWAYS—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1942-43*	*1*	*1,2*	*9,5*	*439,3*	*450,1*	*41,9*	*1*	*1,6*	*11,7*	*478,6*	*492,0*
		1943-44	1	2,4	14,5	474,8	491,8	37,5	1	2,6	15,7	510,9	529,3
Burdwan-Katwa	2′ 6″	*1942-43*	*1*	*8*	*5,9*	*398,8*	*405,6*	*5,6*	*1*	*9*	*6,1*	*404,1*	*411,2*
		1943-44	4	2,6	10,1	573,4	586,5	7,9	5	2,7	10,5	590,7	594,4
Cutch State	2′ 6″	*1942-43*	..	*10,0*	..	*297,5*	*307,5*	..	..	*10,0*	..	*297,5*	*307,5*
		1943-44	..	10,5	..	321,7	332,2	..	..	10,5	.	321,7	332,2
Dehri Rohtas Light	2′ 6″	*1942-43*	*3*	*Nil*	*3*	*122,5*	*123,6*	*Nil*	*3*	*Nil*	*3*	*122,5*	*123,6*
		1943-44	4	Nil	4	90,9	91,7	Nil	4	Nil	4	90,9	91,7
Dholpur State	2′ 6″	*1942-43*	..	*3*	..	*143,3*	*143,6*	*1*	..	*3*	..	*143,4*	*143,7*
		1943-44	..	6	..	243,7	249,3	11	..	6	..	249,8	250,4
Futwah-Islampur	2′ 6″	*1942-43*	*3*	..	*4,9*	*159,4*	*194,6*	*10,6*	*3*	..	*5,6*	*199,3*	*265,2*
		1943-44	3	..	6,6	311,2	318,1	19,3	3	..	6,9	330,2	337,4
Howrah Amta Light	2′ 0″	*1942-43*	*6,2*	..	*91,9*	*3,496,3*	*3,594,4*	..	*6,2*	..	*91,9*	*3,496,3*	*3,594,4*
		1943-44	3,4	..	46,7	3,818,3	3,868,4	..	3,4	..	46,7	3,818,3	3,868,4
Howrah-Sheakhala Light	2′ 0″	*1942-43*	*1,4*	..	*18,9*	*1,385,7*	*1,406,0*	..	*1,4*	.	*18,9*	*1,385,7*	*1,406,0*
		1943-44	5	..	4,8	1,662,2	1,667,5	..	5	..	4,8	1,662,2	1,667,5
Jagadhri Light	2′ 0″	1942-43	*1*	..	*6*	*163,5*	*164,2*	..	*1*	..	*6*	*163,5*	*164,2*
		1943-44	..	..	1	15,6	15,7	..	..	..	1	15,6	15,7
Jorhat	2′ 0″	*1942-43*	†	†	†	†	†	†	†	†	†	†	†
		1943-44	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1942-43*	..	*2*	*5,4*	*1,158,7*	*1,164,3*	*1*	*1*	*2*	*5,4*	*1,158,7*	*1,164,4*
		1943-44	1	5	7,6	1,391,2	1,399,4	..	1	5	7,6	1,391,2	1,399,4
Matheran (Hill) Light	2′ 0″	*1942-43*	*1,2*	*5,8*	..	*8,0*	*15,0*	*14,7*	*2,4*	*11,6*	..	*15,7*	*29,7*
		1943-44	1,9	7,7	..	14,0	23,6	17,0	3,4	15,0	..	22,2	40,6
Mewar State	3′ 3¼″	*1942-43*	*7*	*4,1*	*6,5*	*731,1*	*742,4*	*122,7*	*1,2*	*7,2*	*7,6*	*849,3*	*866,1*
		1943-44	1,0	7,1	12,1	941,4	961,6	151,3	1,8	12,1	14,1	1,084,9	1,112,9
Scindia State	2′ 6″	*1942-43*	..	*3,3*	*9*	*580,6*	*584,8*	*4,8*	..	*3,3*	*9*	*585,4*	*589,6*
		1943-44	..	5,1	2,1	897,7	904,9	7,0	..	5,1	2,1	904,7	911,9
Tezpur Balipara	2′ 6″	(K) *1942-43*	*2*	..	*1,7*	*194,7*	*196,6*	..	*2*	..	*1,7*	*194,7*	*196,6*
		1943-44 *	2	..	1,7	194,7	196,6	..	2	..	1,7	194,7	196,6
TOTAL CLASS III RAILWAYS	..	(k) *1942-43*	*14,8*	*28,2*	*198,7*	*11,954,4*	*12,199,1*	*296,0*	*16,7*	*33,7*	*206,5*	*12,233,2*	*12,495,1*
		1943-44	11,9	39,9	151,2	14,300,0	14,503,0	335,4	14,6	53,7	159,0	14,611,1	14,838,4

† Not available. This Railway was taken over by the B. & A. Railway Administration and partly converted into M. G. and partly dismantled.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate Journeys.

* As the Railway did not supply the information, the figures for 1942-43 have been adopted for 1943—44 also.

(K) Revised.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd.	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III Railways —*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1942-43*	*1*	*31*	*207*	*6,404*	*6,643*	*19·1*	*20·0*	*17·6*	*13·4*	*13·5*
		1943-44	2	48	268	7,339	7,657	24·1	18·6	17·1	14·4	14·5
Burdwan-Katwa	2′ 0″	*1942-43*	*1*	*22*	*131*	*5,373*	*5,527*	*10·0*	*24·4*	*21·5*	*13·3*	*13·4*
		1943-44	20	94	297	9,218	9,629	40·0	34·8	28·3	15·9	16·2
Cutch State	2′ 6″	*1942-43*	..	*271*	..	*6,767*	*7,038*	..	*27·0*	..	*22·7*	*22·9*
		1943-44	..	303	..	7,052	7,355	..	28·8	..	21·9	22·1
Dehri-Rohtas Light	2′ 6″	*1942-43*	*4*	*Nil*	*13*	*1,541*	*1,558*	*11·0*	*Nil*	*12·0*	*15·0*	*13·0*
		1943-44	5	Nil	7	1,160	1,172	12·0	Nil	16·0	13·0	13·0
Dholpur State	2′ 6″	*1942-43*	..	*10*	..	*2,683*	*2,693*	..	*29·0*	..	*18·7*	*18·7*
		1943-44	..	15	..	5,432	5,447	..	27·6	..	21·7	21·8
Futwah-Islampur	2′ 6″	*1942-43*	*4*	..	*76*	*2,519*	*2,599*	*15·5*	..	*13·4*	*12·6*	*12·7*
		1943-44	5	..	97	4,564	4,666	15·5	..	14·2	13·8	13·8
Howrah-Amta Light	2′ 0″	*1942-43*	*211*	..	*1,358*	*44,904*	*46,473*	*34·3*	..	*14·8*	*12·8*	*12·9*
		1943-44	66	..	539	46,975	47,580	19·6	..	11·5	12·3	12·3
Howrah-Shoakhala Light	2′ 0″	*1942-43*	*25*	..	*157*	*10,613*	*10,795*	*18·3*	..	*8·31*	*7·65*	*7·67*
		1943-44	6	..	48	10,172	10,226	12·7	..	9·90	6·11	6·13
Jagadhri Light	2′ 0″	*1942-43*	..	..	*2*	*541*	*543*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1943-44	1	..	3	516	520	3·31	..	3·31	3·31	3·31
Jorhat	2′ 0″	*1942-43*	†	†	†	†	†	†	†	†	†	†
		1943-44	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1942-43*	*1*	*4*	*43*	*10,580*	*10,628*	*10·0*	*20·0*	*7·96*	*9·13*	*9·13*
		1943-44	1	8	70	14,049	14,128	10·0	16·0	9·21	10·1	10·1
Matheran (Hill) Light	2′ 0″	*1942-43*	*30*	*151*	..	*199*	*380*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1943-44	43	189	..	280	512	12·6	12·6	..	12·6	12·6
Mewar State	3′ 3¾″	*1942-43*	*79*	*459*	*392*	*32,955*	*33,885*	*64·5*	*64·5*	*52·8*	*38·8*	*39·2*
		1943-44	94	745	686	43,939	45,464	53·8	61·4	48·6	40·5	40·8
Scindia State	2′ 6″	*1942-43*	*4*	*140*	*31*	*20,603*	*20,778*	*59·0*	*42·0*	*35·0*	*35·0*	*35·0*
		1943-44	6	153	127	25,027	25,313	59·0	30·0	60·0	28·0	28·0
Tenpur-Balipara	2′ 6″	*1942-43*(K)	*4*	..	*24*	*2,974*	*3,002*	*20·0*	..	*14·1*	*15·3*	*15·3*
		1943-44**	4	..	24	2,974	3,002	20·0	..	14·1	15·3	15·3
Total Class III Railways	...	(K) *1942-43*	*537*	*1,122*	*3,419*	*187,469*	*192,547*	*32·2*	*29·0*	*16·6*	*15·3*	*15·4*
		1943-44	359	1,609	3,096	227,967	233,031	24·6	30·0	19·5	15·6	15·7

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available. The Railway was taken over by the B. A. Railway Administration and partly converted into M. G. and partly dismantled.

** As the Railway did not supply the information, the figures for 1942-43 have been adopted for 1943—44 also.

(K) Revised.

Class II and III Railways for the years 1942-43 and 1943-44—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld.*
..	*2*	*10*	*2,00*	*2,12*	*24·0*	*12·0*	*9·00*	*6·00*	*6·12*	*36*	*6*	*42*	*1,225*	*28·8*	*1,10*	*17·2*	Bukhtiarpur Bihar Light.
..	3	13	2,29	2,45	24·0	12·0	9·00	6·00	7·08	28	21	49	1,368	27·9	1,34	18·8	
..	*1*	*6*	*1,69*	*1,76*	..	*8·73*	*8·79*	*6·04*	*6·11*	*22*	*6*	*28*	*624*	*22·3*	*39*	*12·0*	Burdwan Katwa.
2	6	12	2,89	3,09	19·2	12·3	7·76	6·02	6·16	20	4	24	587	24·5	52	17·0	
..	*16*	..	*1,96*	*2,12*	..	*11·2*	..	*5·55*	*5·77*	*24*	..	*24*	*534*	*21·9*	*70*	*25·1*	Cutch State.
..	18	..	2,09	2,27	..	11·4	..	5·69	5·79	23	..	23	555	24·4	71	24·6	
..	*Nil*	*1*	*31*	*32*	*20·6*	*Nil*	*6·98*	*3·75*	*4·00*	*2,10*	*9*	*2,19*	*4,221*	*19·0*	*2,19*	*9·90*	Dehri Rohtas Light.
1	Nil	..	23	24	21·6	Nil	1·40	3·70	4·00	204	4	2,08	4,200	20·0	3,19	13·0	
..	*1*	..	*56*	*57*	..	*15·0*	..	*4·03*	*4·07*	*60*	*2*	*62*	*2,006*	*32·3*	*1,11*	*0·6*	Dholpur State.
..	1	..	1,13	1,14	..	15·0	..	4·00	4·04	63	2	65	2,165	33·4	1,37	12·2	
..	..	*4*	*79*	*83*	*24·0*	..	*9·00*	*6·00*	*6·11*	*11*	*1*	*12*	*354*	*30·4*	*25*	*13·3*	Futwah-Islampur.
1	..	4	1,43	1,48	24·0	..	9·00	6·00	10·9	13	2	15	451	31·2	36	15·2	
10	..	*39*	*9,46*	*9,95*	*9·00*	..	*5·45*	*4·04*	*4·01*	*59*	*10*	*69*	*1,338*	*19·2*	*1,81*	*26·0*	Howrah-Amta Light.
8	..	24	10,06	10,38	24·0	..	8·39	4·11	4·18	79	13	92	1,373	14·9	2,36	33·0	
1	..	*4*	*1,77*	*1,82*	*9·00*	..	*4·72*	*3·19*	*3·23*	*21*	..	*21*	*263*	*12·6*	*39*	*28·3*	Howrah-Sheakhala.
1	..	2	2,00	2,03	24·0	..	8·02	3·77	3·80	18	..	18	268	14·5	47	33·6	Light.
..	..	..	*11*	*11*	*22·1*	..	*7·64*	*3·94*	*3·96*	*7*	..	*7*	*23*	*3·31*	*8*	*62·2*	Jagadhri Light.
..	..	..	20	20	21·8	..	11·1	7·24	7·27	6	..	6	21	3·31	7	60·7	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*2*	*2,57*	*2,59*	..	..	*8·93*	*4·66*	*4·68*	*22*	*5*	*27*	*430*	*17·8*	*32*	*12·9*	Kalighat Falta.
..	..	3	3,39	3,42	..	..	8·23	4·63	4·65	17	2	19	372	19·6	33	17·0	
12	*43*	..	*35*	*90*	*101·4*	*57·3*	..	*25·5*	*40·3*	*1*	..	*1*	*18*	*12·6*	*9*	*98·0*	Matheran (Hill) Light.
18	56	..	50	1,24	80·6	56·8	..	34·2	46·6	1	..	1	15	12·6	9	107·0	
10	*29*	*10*	*5,30*	*5,79*	*24·6*	*12·3*	*4·61*	*3·09*	*3·29*	*32*	*47*	*79*	*5,374*	*67·9*	*4,84*	*17·3*	Mewar State.
12	49	17	7,05	7,83	24·4	12·7	4·8	3·1	3·3	53	58	111	7,052	63·4	5,79	15·8	
..	*9*	*1*	*4,34*	*4 44*	*30·0*	*12·0*	*7·50*	*5·00*	*5·00*	*234*	*31*	*265*	*11,852*	*45·0*	*8,38*	*13·0*	Scindia State.
1	10	3	6,69	6,83	30·0	12·0	7·50	5·00	5·00	256	25	281	12,547	45·0	8,48	13·0	
..	..	*1*	*93*	*94*	*24·0*	..	*8·00*	*6·00*	*6·04*	*30*	..	*30*	*1*	*0·04*	*1,49*	*19·5*	Tezpur-Balipara.
..	..	1	93	94	24·0	..	8·00	6·00	6·04	30	..	30	1	0·04	1,49	19·5	
43	*1,04*	*1,13*	*42,14*	*44,74*	*15·4*	*17·8*	*6·35*	*4·32*	*4·46*	*920*	*141*	*1,061*	*34,097*	*32·1*	*27,61*	*15·5*	Total Class III Rys.
57	1,47	1,20	54,01	57,25	30·5	17·5	7·44	4·55	4·72	970	148	1,118	37,561	33·6	32,33	16·5	

37—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (steam propelled) miles. (In thousands.)	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light	2′ 6″	*1942-43*	*118*	*288*	*45*	*452*	*76*	*16*	*92*	*544*	*Nil*	*Nil*	*Nil*	*12,872*	*29*	*Nil*	*12,884*
		1943-44	57	343	44	447	74	17	91	538	„	„	„	13,166	19	„	13,174
Bhavnagar State.	3′ 3¾″	*1942-43*	*299*	*254*	*89*	*651*	*172*	*36*	*208*	*859*	*14*	„	„	*25,352*	*111*	„	*25,396*
		1943-44	299	188	122	614	152	30	182	796	14	„	„	26,649	59	„	26,673
Darjeeling-Himalayan.	2′ 0″	*1942-43*	*37*	*361*	*260*	*659*	*41*	*24*	*65*	*724*	*Nil*	„	„	*14,996*	*Nil*	„	*14,996*
		1943-44	37	314	264	615	48	23	71	686	„	„	„	15,753	„	„	15,753
Dibru-Sadiya	3′ 3¾″	*1942-43* (d)	..	*302*	*88*	*390*	*252*	*1*	*253*	*643*	*81*	„	„	*13,502*	„	„	*13,502*
		1943-44	..	147	192	339	597	13	610	949	*Nil*	„	„	24,471	„	„	24,471
Gaekwar's Baroda State.	3′ 3¾″	*1942-43*	*(o) 95*	*328*	*59*	*484*	*106*	*22*	*128*	*612*	*Nil*	„	„	*11,925*	*120*	„	*11,973*
		1943-44	(o) 39	319	54	421	104	15	119	540	„	„	„	11,496	48	„	11,515
	2′ 6″	*1942-43*	*(n)5*	*418*	*85*	*(n) 539*	*154*	*8*	*162*	*701* (n)	*2*	*(n) 12*	„	*11,056*	*161*	‡‡2(e)	*11,120*
		1943-44	11	469	25	533	147	9	156	689	1	8	„	11,548	74	‡‡2(e)	11,578
Gondal‡	3′ 3¾″	*1942-43*	*173*	*250*	*35*	*460*	*202*	*18*	*220*	*680*	..	*Nil*	„	*15,347*	*42*	Nil	*15,364*
		1943-44	167	246	39	452	203	18	221	683	..	„	„	16,975	45	„	16,993
Jaipur State.	3′3¾″	*1942-43*	*68*	*272*	*25*	*370*	*74*	*3*	*77*	*447*	*130* (k)	„	„	*9,284*	*70*	„	***9,312*
		1943-44	67	286	40	403	82	3	85	488	30 (k)	„	„	10,883	227	„	10,974
Jamnagar Dwarka.	3′ 3¾″	*1942-43*	*49*	*237*	*85*	*371*	*120*	*47*	*167*	*538*	*§§107* (l)	„	„	*12,280*	*66*	„	*12,306*
		1943-44	55	233	55	357	122	49	171	528	††92 (l)	„	„	12,023	64	„	12,049
Junagad State	3′ 3¾″	*1942-43*	*120*	*326*	..	*446*	*38*	*1*	*39*	*485*	*1*	„	„	*11,354*	*61*	„	*11,378*
		1943-44	84	303	..	390	47	3	50	440	(m)43	„	„	12,311	55	„	12,333
Morvi	3′ 3¾″	*1942-43*	*160*	*192*	*107*	*518*	*99*	..	*99*	*617*	*24*	„	„	*15,954*	*145*	„	*16,012*
		1943-44	145	169	110	474	97	..	97	571	15	„	„	14,998	125	„	15,048
Shahdara (Delhi) Saharanpur Light.	2′6″	*1942-43*	..	*202*	*18*	*220*	*19*	*6*	*25*	*245*	*Nil*	„	„	*6,257*	*5*	„	*6,259*
		1943-44	..	176	45	220	33	..	33	253	„	„	„	7,016	5	„	7,018
Total Class II Railways.	..	*1942-43*	*(n) 1,124*	*3,430*	*896*	*(n) 5,660*	*1,353*	*182*	*1,535*	*(n) 7,095*	*(n) 359*	*(n) 12*	„	*159,179*	*810*	‡‡2	*1,59,502*
		1943-44	961	3,193	990	5,275	1,706	180	1,886	7,161	195	8	„	177,289	721	‡‡2	177,579
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1942-43*	*Nil*	*83*	*Nil*	*109*	*18*	*36*	*54*	*163*	*Nil*	*Nil*	*Nil*	*1,839*	*Nil*	*Nil*	*1,839*
		1943-44	..	76	„	87	15	33	48	135	„	„	„	1,775	„	„	1,775
Arrah-Sasaram Light.	2′ 6″	*1942-43*	..	*135*	*12*	*147*	*18*	..	*18*	*160*	„	„	„	*2,165*	„	„	*2,165*
		1943-44	Nil	174	10	184	18	..	18	202	„	„	„	2,164	„	„	2,164
Bankura-Damoodar River.	2′ 6″	*1942-43*	*Nil*	*122*	*2*	*130*	*12*	*75*	*87*	*217*	„	„	„	*2,539*	„	„	*2,539*
		1943-44	1	120	..	123	11	70	81	204	„	„	„	2,317	„	„	2,317

* Includes Light, assisting required, assisting not required, siding and departmental.
† Excluding Departmental.
‡ Includes the Porbandar State Railway.
§ Including Departmental.
** Excludes petrol consumed on Rail Motor Cars, 1942-43—45 tons.
†† Includes 55 Rail motor coach miles for public services.
‡‡ Oil fuel is not converted into coal.
§§ Includes 61 Rail Motor Coach Miles for public services.
(d) As the railway did not supply the information, the figures for 1941-42 have been adopted for 1942-43.
(e) Includes one ton of Oil Fuel consumed for other than Locomotive purposes each in 1942-43 and 1943-44.
(k) Excludes 130 and 30 trailer coach miles in 1942-43 (revised figure) and 1943-44 respectively.
(l) Excludes 214 and 215 trailer coach miles in 1942-43 (revised figure) and 1943-44 respectively.
(m) Excludes 38 trailer coach miles.
(n) Revised figures.
(o) Includes Rail Motor Car miles.

and III Railways for the years 1942-43 and 1943-44.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	82	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*117*	*Nil*	*117*	*Nil*	*12,989*	*29*	*Nil*	*13,001*	*Nil*	*7·38*	*3·00*	*Nil*	*Nil*	*14·0*	*3·00*	*Nil*	Barsi Light.
,,	129	,,	129	,,	13,295	19	,,	13,303	,,	7·93	3·37	,,	,,	15·7	3·37	,,	
,,	*974*	*11*	*979*	,,	*26,326*	*122*	,,	*26,375*	,,	*19·8*	*12·0*	,,	,,	*19·8*	*12·0*	,,	Bhavnagar State.
,,	987	6	989	,,	27,636	65	,,	27,662	,,	22·8	12·0	,,	,,	22·8	12·0	,,	
,,	*2,482*	*Nil*	*2,482*	,,	*17,478*	*Nil*	,,	*17,478*	,,	*4·25*	*Nil*	,,	,,	*11·8*	*Nil*	,,	Darjeeling Himalayan.
,,	2,355	Nil	2,355	,,	18,108	,,	,,	18,108	,,	8·46	,,	,,	,,	16·0	,,	,,	
,,	*3,146*	..	*3,146*	,,	*16,648*	,,	,,	*16,648*	,,	*12·2*	..	..	,,	*12·2*	,,	,,	Dibru-Sadiya.
..	5,566	..	5,566	,,	30,037	,,	,,	30,037	,,	15·4	..	,,	,,	18·0	,,	,,	
,,	*271*	*79*	*303*	,,	*12,196*	*199*	*Nil*	*12,276*	,,	*4·35*	*7·75*	..	,,	*18·0*	*8·25*	,,	Gaekwar's Baroda State.
,,	237	252	338	,,	11,733	300	,,	11,853	,,	6·29	9·00	...	,,	19·1	9·25	,,	
,,	*730*	*112*	*775*	,,	*11,786*	*273*	‡‡2	*11,895*	,,	*4·31*	*7·75*	*595·0*	,,	*17·8*	*8·00*	*595·0*	
,,	1,396	114	1,442	,,	12,944	188	‡‡2	13,020	,,	5·32	9·00	595·0	,,	18·3	9·25	595·0	
,,	*2,361*	*20*	*2,369*	,,	*17,708*	*62*	*Nil*	*17,733*	,,	‖*22·5*	*16·3*	*Nil*	,,	*22·6*	*16·3*	*Nil*	Gondal.‡
,,	682	9	686	,,	17,657	54	,,	17,679	,,	10·6	16·3	,,	,,	30·4	16·3	,,	
,,	*115*	*8*	*118*	,,	*9,399*	*78*	,,	***9,430*	,,	*5·00*	*5·25*	,,	,,	*18·0*	*5·25*	,,	Jaipur State.
,,	345	6	347	,,	11,228	233	,,	11,321	,,	9·00	6·00	,,	,,	22·0	6·00	,,	
,,	*148*	..	*148*	,,	*12,428*	*66*	,,	*12,454*	,,	*4·75*	*17·8*	,,	,,	*23·1*	*17·8*	,,	Jamnagar Dwarka.
,,	111	..	111	,,	12,134	64	,,	12,160	,,	8·51	19·0	,,	,,	27·3	17·0	,,	
,,	*476*	*480*	*668*	,,	*11,830*	*541*	,,	*12,046*	,,	*5·2 5*	*11·2*	,,	,,	*22·9*	*11·2*	,,	Junagad State.
,,	613	20	621	,,	12,924	75	,,	12,954	,,	6·86	10·1	,,	,,	24·9	10·1	,,	
,,	*294*	*Nil*	*294*	,,	*16,248*	*145*	,,	*16,306*	,,	*5·65*	*8·27*	,,	,,	*22·2*	*8·27*	,,	Morvi.
,,	749	Nil	749	,,	15,647	125	,,	15,797	,,	9·16	11·0	,,	,,	24·5	11·0	,,	
,,	*56*	*Nil*	*56*	,,	*5,313*	*5*	,,	*5,315*	,,	*4·50*	*0·50*	,,	,,	*15·4*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	78	1	78	,,	7,094	6	,,	7,096	,,	7·50	13·5	,,	,,	18·2	13·5	,,	
,,	*11,170*	*710*	*11,455*	,,	*170,349*	*1,520*	‡‡2	170,957									Total Class II Railways.
,,	13,248	408	13,411	,,	190,537	1,129	‡‡2	190,990									
																	Class III.
Nil	*210*	*Nil*	*210*	*Nil*	*2,049*	*Nil*	*Nil*	*2,049*	*Nil*	*3·68*	*Nil*	*Nil*	*Nil*	*7·87*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	199	,,	199	,,	1,974	,,	,,	1,974	,,	6·25	,,	,,	,,	10·4	,,	,,	
,,	*700*	,,	*700*	,,	*2,865*	,,	,,	*2,865*	,,	*4·50*	,,	,,	,,	*11·1*	,,	,,	Arrah-Sasaram Light.
,,	724	,,	724	,,	2,888	,,	,,	2,888	,,	8·00	,,	,,	,,	14·4	,,	,,	
,,	*817*	,,	*817*	,,	*3,356*	,,	,,	*3,356*	,,	*3·75*	,,	,,	,,	*6·25*	,,	,,	Bankura Damoodar, River.
,,	673	,,	673	,,	2,990	,,	,,	2,990	,,	6·25	,,	,,	,,	8·75	,,	,,	

(a) 2½ Tons of Wood = 1 Ton of Coal, and 0·55 Ton of Oil Fuel = 1 Ton of Coal.

(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.

‖ Do not represent pits mouth price but contract rates at the point of supply.

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. (7+10.)	Rail Cars (Internal Combustion engine propelled) miles (In thousands.)	Rail Cars (Steam propelled) miles In thousands.)
			§ Passenger.	§ Mixed.	Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.			
1	2	3	4	5	6	7	8	9	10	11	12	13
Class III—*contd.*												
Baraset-Basirhat Light	2′ 6″	*1942-43*	*90*	*54*	*28*	*172*	*18*	*Nil*	*18*	*190*	*Nil*	*41*
		1943-44	103	55	25	183	8	..	8	191	„	38
Bengal Provincial	2′ 6″	*1942-43*	*Nil*	*88*	*1*	*89*	*8*	*3*	*11*	*100*	*Nil*	*Nil*
		1943-44	27	43	8	78	7	3	10	88	„	„
Bukhtiarpur-Bihar Light	2′ 6″	*1942-43*	*Nil*	*48*	*5*	*53*	*9*	..	*9*	*62*	„	*12*
		1943-44	..	73	..	74	11	..	11	85	„	6
Burdwan-Katwa	2′ 6″	*1942-43*	*2*	*92*	*Nil*	*108*	*19*	*36*	*55*	*163*	„	*Nil*
		1943-44	2	84	3	92	17	36	53	145	„	„
Cutch State	2′ 6″	*1942-43*	*1*	*55*	*1*	*58*	*8*	*16*	*24*	*82*	„	„
		1943-44	1	55	1	61	9	16	25	86	27	„
Dehri-Rohtas Light	2′ 6″	*1942-43*	*Nil*	*55*	*Nil*	*55*	*18*	*Nil*	*18*	*73*	*Nil*††	„
		1943-44	„	70	„	70	29	„	29	99	*Nil* ††	„
Dholpur State	2′ 6″	*1942-43*	„	*57*	..	*57*	*11*	*2*	*13*	*70*	*1*	„
		1943-44	2	59	..	61	12	1	13	74	1	„
Futwah-Islampur	2′ 6″	*1942-43*	*Nil*	*41*	*Nil*	*41*	*1*	..	*1*	*42*	*Nil*	*2*
		1943-44	„	25	„	25	1	..	1	26	„	18
Howrah-Amta Light	2′ 0″	*1942-43*	*222*	*101*	*23*	*346*	*26*	..	*26*	*372*	„	*2*
		1943-44	230	105	31	366	32	..	32	398	„	..
Howrah-Sheakhala Light.	2′ 0″	*1942-43*	*68*	*27*	*2*	*97*	*6*	*Nil*	*6*	*103*	„	*2*
		1943-44	68	25	1	94	8	..	8	102	„	2
Jagadhri Light	2′ 0″	*1942-43*	*Nil*	*7*	*Nil*	*7*	*1*	*Nil*	*1*	*8*	„	*Nil*
		1943-44	„	7	„	7	1	„	1	8	„	„
Jorhat	2′ 0″	*1942-43*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1943-44	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta	2′ 6″	*1942-43*	*59*	*81*	*Nil*	*141*	*18*	*110*	*128*	*269*	*Nil*	*Nil*
		1943-44	44	96	..	142	18	109	127	269	„	„
Matheran (Hill) Light	2 0″	*1942-43*	*Nil*	*12*	*1*	*13*	*Nil*	*Nil*	*Nil*	*13*	*3*	„
		1943-44	„	12	1	13	„	„	„	13	4	„
Mewar State	3-3¾″	*1942-43*	*122*	*42*	*54*	*218*	*27*	*7*	*34*	*252*	*2*	„
		1943-44	79	49	50	189	34	10	44	233	1	„
Scindia State	2′ 0″	*1942-43*	*4*	*223*	*143*	*378*	*62*	*4*	*66*	*444*	*Nil*	„
		1943-44	3	223	129	364	67	3	70	434	„	„
Tespore-Balipara Light	2′ 6″	(*k*) *1942-43*	*Nil*	*44*	*Nil*	*44*	*8*	*Nil*	*8*	*52*	„	„
		(*b*) 1943-44	„	44	„	44	..	„	8	52	„	„
Total Class III Railways	..	(*k*) *1942-43*	*568*	*1,367*	*272*	*2,263*	*283*	*289*	*572*	*2,835*	*6*	*59*
		1943-44	560	1,395	259	2,257	306	281	587	2,844	33	64

* Includes light, assisting required, assisting not required, siding and departmental.

‡ Information not available. This Railway has been taken over by the B & A. Ry. Administration and partly converted into M. G. and partly dismantled.

§ Excluding Departmental.

** Including Departmental

(*b*) As the railway did not supply the information, the figures for 1942-43 have been adopted for 1943-44 also.

(*k*) Revised figures.

†† Statistics not compiled.

and III Railways for the years 1942-43 and 1943-44.

— Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal. —	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															Class III—*contd.*
Nil	*2,453*	*Nil*	*44*	*2,533*	*Nil*	*1,590*	*Nil*	*Nil*	*1,590*	*Nil*	*4,043*	*Nil*	*44*	*4,123*	Baraset-Basirhat Light.
„	3,046	„	37	3,114	„	1,407	„	„	1,407	„	4,453	„	37	4,521	
„	*1,831*	„	*Nil*	*1,831*	„	*120*	„	*2*	*124*	„	*1,951*	„	*2*	*1,955*	Bengal Provincial.
„	1,974	„	„	1,974	„	120	„	Nil	120		2,094		*Nil*	2,094	
„	*780*	„	*11*	*800*	„	*450*	*Nil*	*Nil*	*450*	„	*1,230*	„	*11*	*1,250*	Bukhtiarpur-Bihar Light.
„	1,650	„	16	1,679	„	689	„	„	689	„	2,339	„	16	2,368	
„	*1,904*	„	*Nil*	*1,904*	„	*396*	„	„	*396*	„	*2,300*	„	*Nil*	*2,300*	Burdwan-Katwa.
„	1,952	„	Nil	1,952	„	460	„	„	460	„	2,412	„	„	2,412	
„	*1,577*	*8*	„	*1,580*	„	*48*	„	„	*48*	„	*1,625*	*8*	„	*1,628*	Cutch State.
„	1,865	14	„	1,871	„	48	„	„	48	„	1,913	14	„	1,919	
„	*1,364*	*Nil*	„	*1,364*	„	*132*	„	„	*132*	„	*1,496*	*Nil*	„	*1,496*	Dehri-Rohtas Light.
„	2,784	„	„	2,784	„	151	„	„	151	„	2,936	„	„	2,936	
„	*934*	*35*	„	*948*	„	*Nil*	„	„	*Nil*	„	*934*	*35*	„	*948*	Dholpur State.
„	1,348	3	„	1,349	„	„	„	„	„	„	1,348	3	„	1,349	
„	*550*	„	*2*	*554*	„	*145*	„	„	*145*	„	*695*	*Nil*	*2*	*699*	Futwah-Islampur.
„	608	„	9	625	„	108	„	„	108	„	716	„	9	733	
„	*5,130*	„	*1*	*5,132*	„	*2,117*	„	„	*2,117*	„	*7,247*	„	*1*	*7,249*	Howrah-Amta Light.
„	6,422	„	Nil	6,422	„	2,785	„	„	2,785	„	9,207	„	Nil	9,207	
„	*1,282*	„	„	*1,282*	„	*529*	„	„	*529*	„	*1,811*	„	„	*1,811*	Howrah Sheakhala Light.
„	1,605	„	1	1,606	„	696	„	„	696	„	2,301	„	1	2,302	
„	*162*	„	*Nil*	*162*	„	*Nil*	„	„	*Nil*	„	*162*	„	*Nil*	*162*	Jagadhri Light.
„	179	„	„	179	„	Nil	„	„	Nil	„	179	„	„	179	
„	*570*	„	„	*570*	„	*223*	„	„	*223*	„	*793*	„	„	*793*	Jorhat.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	
Nil	*2,665*	*Nil*	*Nil*	*2,665*	*Nil*	*470*	*Nil*	*Nil*	*470*	*Nil*	*3,135*	*Nil*	*Nil*	*3,135*	Kalighat-Falta.
„	3,148	„	„	3,148	„	652	„	„	652	„	3,800	„	„	3,800	
„	*310*	„	„	*310*	„	*Nil*	„	„	*Nil*	„	*310*	„	„	*310*	Matheran Light.
„	376	„	„	376	„	Nil	„	„	Nil	„	376	„	„	376	
„	*5,975*	*35*	„	*5,989*	„	*655*	„	„	*655*	„	*6,630*	*35*	„	*6,644*	Mewar State.
„	5,762	38	„	5,777	„	455	„	„	455	„	6,216	38	„	6,231	
„	*8,837*	*1,299*	„	*9,356*	„	*221*	*Nil*	„	*221*	„	*9,058*	*1,299*	„	*9,577*	Scindia State.
„	10,700	3	„	10,701	„	230	15	„	236	„	10,930	7	„	10,937	
„	*1,178*	*Nil*	„	*1,178*	„	*219*	*Nil*	„	*219*	*Nil*	*1,397*	*Nil*	„	*1,397*	Tezpore-Balipara Light.
„	1,178	„	„	1,178	„	219	„	„	219	Nil	1,397	„	„	1,397	
„	*44,045*	*1,377*	*58*	*44,701*	„	*9,042*	„	*2*	*9,046*	„	*53,087*	*1,377*	*60*	*53,747*	Total Class III Railways.
„	50,853	58	63	50,991	„	9,616	15	..	9,622	„	60,469	62	63	60,613	

(a) 2½ Tons of Wood = 1 Ton of coal and 0·55 Ton of Oil fuel = 1 Ton of Coal.

37.—*Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1942-43 and 1943-44*—concld.

Railway	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood	Oil Fuel.
30	31.	32	33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1942-43*	*Nil*	*4 50*	*Nil*	*345·0*	*Nil*	*13·2*	*Nil*	*345·0*
		1943-44	,,	7·75	,,	305·0	,,	13·5	,,	305·0
Bengal Provincial	2′ 6″	*1942-43*	,,	*3·75*	,,	*486·0*	,,	*7·13*	,,	*486·0*
		1943-44	,,	3·75	,,	*Nil*	,,	9·00		*Nil*
Bukhtiarpur-Bihar Light	2′ 6″	*1942-43*	,,	*4·50*	,,	*370·0*	,,	*10·9*	,,	*370·0*
		1943-44	,,	8·00	,,	330·0	,,	14·3	,,	330·0
Burdwan-Katwa	2′ 6″	*1942-43*	,,	*3·68*	,,	*Nil*	,,	*7·87*	,,	*Nil*
		1943-44	,,	6·25	,,	,,	,,	10·4	,,	,,
Cutch State	2′ 6″	*1942-43*	,,	‖*38·0*	*7·00*	,,	,,	*38·0*	*7·00*	,,
		1943-44	,,	‖35·3	7·00	,,	,,	35·3	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1942-43*	,,	*4·41*	*Nil*	,,	,,	*10·1*	*Nil*	,,
		1943-44	,,	7·88	,,	,,	,,	14·4	Nil	,,
Dholpur-State	2′ 6″	*1942-43*	,,	*5·25*	*8·75*	,,	,,	*17 3*	*8·75*	,,
		1943-44	,,	9·25	7·47	,,	,,	19·7	7·47	,,
Futwah-Islampur	2′ 6″	*1942-43*	,,	*4·50*	*Nil*	*371·0*	,,	*10·8*	*Nil*	*371·0*
		1943-44	,,	8·00	,,	331·0	,,	14·1	Nil	331·0
Howrah-Amta Light	2′ 0″	*1942-43*	,,	*4·75*	,,	*345·0*	,,	*11·8*	,,	*345·0*
		1943-44	,,	9·50	,,	Nil	,,	18·1	,,	Nil
Howrah-Sheakhala Light	2′ 0″	*1942-43*	,,	*4·75*	,,	*345·0*	,,	*11·8*	,,	*345·0*
		1943-44	,,	9·50	,,	305·0	,,	18·1	,,	305·0
Jagadhri Light	2′ 0″	*1942-43*	,,	*9·21*	,,	*Nil*	,,	*20·1*	,,	*Nil*
		1943-44	,,	14·1	40·8	Nil	,,	24·8	40·8	,,
Jorhat	2′ 0″	*1942-43*	,,	*12·3*	*Nil*	,,	,,	*13·5*	*Nil*	,,
		1943-44	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta	2′ 6″	*1942-43*	*Nil*	*3·68*	*Nil*	*Nil*	*Nil*	*10·3*	*Nil*	*Nil*
		1943-44	,,	6·25	,,	,,	,,	12·8	,,	,,
Matheran (Hill) Light	2′ 0″	*1942-43*	,,	*6·00*	,,	,,	,,	*22·0*	,,	,,
		1943-44	,,	6·00	4·00	,,	,,	22·0	,,	,,
Mewar State	3 3-3/8	*1942-43*	,,	*3·50*	*8·00*	,,	,,	*18·8*	*8·00*	,,
		1943-44	,,	7·00	8·00	,,	,,	19·5	8·00	,,
Scindia State	2′ 0″	*1942-43*	,,	*4·99*	*9·62*	,,	,,	*17·0*	*9·62*	,,
		1943-44	,,	7·68	9·63	,,	,,	19·7	9·63	,,
Tezpore-Balipara Light	2′ 6″	*1942-43*	,,	*17·9*	*Nil*	,,	,,	*17·9*	*Nil*	,,
		1943-44	,,	17·9	,,	,,	,,	17·9	,,	,,

‖ Do not represent pits mouth price, but contract rates at the point of supply.

‡ This Railway has b een taken over by the B & A Ry. Administration and partly converted into M. G. and partly dismantled.

APPENDICES

Value of Stores purchased by ***Class I Railways*** *(excluding Bikaner State, Jodhpur, Mysore State*

NOTE.—Columns headed *A* indicate Value of stores
,, ,, *B* indicate Value of imported
,, ,, *C* indicate Value of stores of

Stores purchased. 1	Bengal and Assam. A 2	B 3	C 4	Bengal- A 5	B 6
A. Bridge work and its parts, fittings and special fastenings.	..	1	2	..	..
B. Engineering Plant and components including all hand and power machinery.	..	1,29	32	1	2,56
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	2,00	21	1,09	2,65
D. Permanent Way Material and Track tools—					
(*a*) Rails	..	..	14,94	..	..
(*b*) Steel Sleepers	..	..	4	..	..
(*c*) Cast-iron sleepers	..	..	..	..	..
(*d*) Wooden sleepers	..	..	35,89	..	..
(*e*) Other P. W. Material	..	1	15,03	..	32
Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	7,41	57	3,81	11,63
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	2,48	2,30	1,56	2,28
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	44	35,78	..	2
EVS. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	93	92	..	12
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	10	22	2	7
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	50	10,17	..	3,07
F2, Signal and Interlocking material, and their parts and fittings.	..	75	60	..	29
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,85	2,58	29	1,01
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	1,03	1,36	..	76
Gb4. Metals	..	10,02	12,97	..	8,26
Gb5. Painters' Stores	..	2,94	1,81	..	65
Gb6. Timber	..	7	2,67	..	..
Gb7. Fuel and fuel oil	..	..	77,98	..	22
H.(a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	8,17	4,32	8	4,61
All other stores not detailed in the above major heads.		17,45	49,14	..	23,48
Total ...	..	62,45	2,69,84	6,86	62,00

DIX A.

and H. E. H. the Nizam's State Railways) during the year 1943-44. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Nagpur	Bombay, Baroda and Central India.			East Indian. †			Stores purchased.
C 7	A 8	B 9	C 10	A 11	B 12	C 13	14
11	..	..	..	..	..	51	A. Bridge work and its parts, fittings and special fastenings.
22	5	77	23	..	1,60	37	B. Engineering Plant and components including all hand and power machinery.
57	8	4,71	1,57	..	1,94	1,09	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
							D. Permanent Way Material and Track tools—
20,70	...	..	4,60	..	..	7,55	(*a*) Rails.
..	..	..	..	..	..	..	(*b*) Steel Sleepers.
42	..	..	..	..	..	4,82	(*c*) Cast-ironn sleepers.
8,57	..	36	9,63	..	..	22,21	(*d*) Wooden sleepers.
2,97	..	62	2,18	..	44	11,89	(*e*) Other P. W. Material.
5,14	3,43	2,31	2,61	32	7,15	2,62	Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
2,89	50	22	11,42	12	34,87	31,68	Ebl. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
36,07	..	16	2,67	3	53	3,23	Eb2. Railway Carriage and Wagon body components exoluding electrical, gas, rubber and textile fittings.
2,32	..	20	1,53	..	12	5,73	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
5	..	15	61	..	10	57	Eb6. Trimmings, *i.e.* textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
7,18	..	1,83	67	..	2,89	3,33	Fl. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
3,43	9	93	1,97	..	1,25	8,48	F2. Signal and Interlocking material, and their parts and fittings.
4,33	5	3,82	4,14	3	1,15	3,36	Gbl. Hardware, Copper, Tin and Zinoware, *i.e.*, all simple material in common use manufactured from raw metal.
76	12	57	2,73	2	1,93	3,34	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
24,90	72	3,51	27,05	2,40	15,29	32,69	Gb4. Metals.
10,34	..	24	6,12	..	11	8,52	Gb5. Painters' Stores.
6,39	..	35	8,00	..	1	10,40	Gb6. Timber.
90,94	..	1,33	33,83	..	..	84,13	Gb7. Fuel and fuel oil.
3,52	31	5,49	3,82	22	7,66	8,77	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
27,32	20	13,99	36,26	11	24,10	1,68,57	All other stores not detailed in the above major heads.
2,58,24	5,55	42,11	1,61,84	3,25	1,01,14	4,23,86	Total

H16RB

† Includes figures for Central India Coalfields Railway.

APPEN

Value of Stores purchased by ***Class I Railways*** *(excluding Bikaner State, Jodhpur, Mysore State*

NOTE.—Columns headed *A* indicate Value of stores
,, ,, *B* indicate Value of imported
,, ,, *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
15	A 16	B 17	C 18	A 19	B 20	C 21	A 22	B 23	C 24
A. Bridge work and its parts, fittings and special fastenings.	..	..	10	..	6	2	..	..	..
B. Engineering Plant and components including all hand and power machinery.	6	1,73	11	1	12	1	21	25	1,36
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	2	4,80	41	..	44	2	65	45	2,19
D. Permanent Way Material and Track tools—									
(*a*) Rails	11,76	..	16,18	..	..	6,93	10,00	..	8,66
*(*b*) Steel Sleepers	..	..	1,49	..	..	..	..	..	10
(*c*) Cast-iron sleepers	..	..	10,29	..	..	25	..	..	9,36
(*d*) Wooden sleepers	..	..	2,17	..	..	2,68	..	..	7,40
(*e*) Other P. W. Material	..	3	18,51	..	20	1,28	..	1	8,84
Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,49	5,61	6,44	2,93	3,10	1,72	1,31	4,46	17,38
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	2,45	1,86	14,85	78	7	13,35	32	8	10,96
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	89	5,18	1	38	60	..	11,55	37
*EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusiveiy used on locomotives.	..	15	2,47	..	3	37	..	1,33	83
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	15	1,34	..	12	21	..	..	90
Fl. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	2,64	5,35	..	48	38	..	82	3,54
F2. Signal and Interlocking material, and their parts and fittings.	..	98	1,67	3	26	28	..	1	63
Gbl. Hardware, Copper, Tin and Zinc-ware *i.e.*, all simple material in common use manufactured from raw metal.	11	9,72	7,70	26	1,12	1,14	5	76	5,89
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	48	3,49	56	37	1,19	..	4	2,86
Gb4. Metals	73	17,92	39,26	62	2,20	8,86	4	46	30,27
Gb5. Painters' Stores	..	1,47	3,72	1	50	2,90	..	..	3,32
Gb6. Timber	..	3,99	3,03	..	6	2,62	..	..	5,43
Gb7. Fuel and fuel oil	..	2,53	98,50	..	2,10	50,67	..	16,69	1,00,33
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	12	11,54	5,31	67	2,81	1,19	11	43	9,27
All other stores not detailed in the above major heads.	1,23	26,32	65,97	1,41	11,18	21,17	63	3,82	1,08,55
Total ..	18,97	92,81	3,13,54	7,29	25,60	1,17,84	13,32	46,16	3,48,44

DIX A—*concld.*

and H. E. H. the Nizam's State Railways) during the year 1943-44. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Oudh and Tirhut.			South Indian.			Total.			Stores purchased.
A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33	34
..	..	..	..	..	..	..	7	76	A. Bridge work and its parts, fittings and special fastenings.
..	10	2	..	17	2	34	8,59	2,66	B. Engineering Plant and components including all hand and power machinery.
2	9	1	17	33	5	2,04	17,41	6,12	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	2,10	21,76	..	81,66	(*a*) Rails.
..	..	..	..	..	..	..	..	1,63	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	25,14	(*c*) Cast-iron sleepers.
..	..	5,05	..	..	6,72	..	36	1,00,32	(*d*) Wooden sleepers.
..	14	1,88	5	7	4,57	5	1,84	67,15	(*e*) Other P. W. Material.
58	46	35	1,79	3,66	2,14	16,66	45,79	38,97	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	1	68	1,11	5,74	42,54	88,56	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
19	54	1,97	..	46	13	23	14,97	86,00	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	6	32	..	7	44	..	3,01	14,93	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
	17	..	..	61	33	2	1,47	4,23	Eb6. Trimmings *i.e.* textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	83	21	..	66	2,41	..	18,72	38,44	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	17	36	..	20	16	12	4,89	17,58	F2. Signal and Interlocking material, and their parts and fittings.
..	2,64	1,02	23	3,57	76	1,02	25,64	30,92	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	78	46	..	65	75	70	6,61	16,94	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
..	4,70	8,39	1	3,16	10,97	4,52	65,52	1,94,46	Gb4. Metals .. ..
..	2,28	1,19	..	2,06	1,71	1	10,25	44,63	Gb5. Painters' Stores .. .. ..
..	1 32	19	..	..	2,86	..	6,30	41,59	Gb6. Timber .. ..
..	6	24,33	..	1,08	23,10	..	24,01	5,83,81	Gb7. Fuel and fuel oil .. ..
12	3,50	10	24	3,25	1,88	1,87	47,46	38,18	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc.' and Telegraph and Telephone equipment.
..	7,90	11,36	19	10,61	1,09,74	3,77	1,43,85	5,98,08	All other stores not detailed in the above major heads.
92	25,74	57,21	2,69	31,29	1,71,95	58,85	4,89,30	21,22,76	Total.

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital Outlay	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	7th Jany. 1915.	*1941-42*	*24,25,136*	*833,848*	*112,979*	*146,525*
				1942-43	*24,77,386*	*675,530*	*103,682*	*172,023*
				1943-44	26,80,249	607,442	95,897	138,781
Swang	East Indian and Bangal-Nagpur Railways.	Bihar	27th July 1924.	*1941-42*	*15,66,467*	*39,681*	*(d) 3,090*	*12,680*
				1942-43	*15,66,929*	*33,685*	*(j) 4,479*	*12,777*
				1943-44	16,34,265	39,734	(e) 5,931	11,492
Kurharbaree	State	Bihar	1stJanuary 1871.	*1941-42*	*26,64,465*	*197,673*	*93,294*	*53,051*
				1942-43	*25,12,984*	*145,427*	*89,448*	*40,747*
				1943-44	(a)24,73,476	172,192	83,434	47,591
Serampur	State	Bihar	1stJanuary 1871.	*1941-42*	*25,78,405*	*108,636*	*52,743*	*42,882*
				1942-43	*25,16,443*	*67,389*	*46,853*	*40,748*
				1943-44	25,85,306	102,629	54,275	42,797
Bhurkunda	State	Bihar	1st June 1927.	*1941-42*	*52,42,283*	*128,809*	*4,115*	*(d) 10,171*
				1942-43	*52,89,637*	*112,206*	*3,991*	*(d) 7,858*
				1943-44	(a)52,42,803	119,619	1,428	(d) 8,126
Kargali	State	Bihar	18th July 1917.	*1941-42*	*35,59,382*	*675,951*	*1,822*	*(d) 115,820*
				1942-43	*36,97,042*	*425,344*	*2,138*	*(d) 129,028*
				1943-44	39,37,536	451,898	2,893	(d) 50,360
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	*1941-42*	*23,99,144*	*269,720*	*Nil*	*26,635*
				1942-43	*(m)22,53,777*	*215,390*	*Nil*	*26,055*
				1943-44	(n)22,16,677	183,849	Nil	24,263
Deulbera	Bengal Nagpur Railway.	Orissa (Talcher State)	1st Sept. 1932. (g)	*1941-42*	*19,04,742*	*110,448*	*Nil*	*9327*
				1942-43	*19,46,993*	*81,117*	*Nil*	*6,814*
				1943-44	(m)18,52,950	69,027	Nil	9,796
Talcher	Madras & Southern Mahratta Railway.	Orissa (Talcher State)	Sept. 1930	*1941-42*	*42,45,032*	*200,861*	*Nil*	*19,864*
				1942-43	*43,45,666*	*174,920*	*(r) 4,005*	*16, 163*
				1943-44	44,93,396	154,457	Nil	(h)38,438
Jarangdih	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	*1941-42*	*77,75,952*	*74,147*	*3,481*	*45*
				1942-43	*78,39,124*	*47,397*	*3,881*	*(e) 4,630*
				1943-44	(o)77,40,464	53,065	2,523	(e) 2,249
Religara Dari	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways	Bihar	..	*1941-42*	*15,62,518*	††	††	††
				1942-43	*(b)14,58,351*	††	††	††
				1943-44	(b)13,54,184	††	††	††
Kurasia	State.	Central Provinces.	7th May 1932.	*1941-42*	*(i) 16,22 546*	*297,414*	*Nil*	*6,927*
				1942-43	*(i) 16,13,562*	*338,359*	*Nil*	*6,211*
				1943-44	*(i) 15,81,115*	*2,91,075*	*Nil*	*3,670*
Kedla	East Indian and Bangal Nagpur Railways.	Bihar	..	*1941-42*	*(f) Nil*	§	§	§
				1942-43	*(f) Nil*	§	§	§
				1943-44	(f) Nil	§	§	§

(a) The decrease is due to credits on account of Sinking Fund.

(b) The decrease is due to the write-off of the amount of Rs. 1,04,167 to the Revenue Accounts of the B., B. & C. I. & M. & S. M. Railways.

(c) Revised figure.

(d) Includes colliery consumption.

(e) Represents Smithy coal.

(f) Due te the capital outlay having been written back to Revenue.

(g) Stopped from 4th June 1936 and recommenced from 26th February 1937.

(j) Represents Smithy Coal 4,435 and Dust 44.

(n) Decrease is due to write back of excess depreciation charges in plant previously debited, redemption of capital on Sinking Fund basis and certain other adjustments.

(o) Decrease is due to certain amounts realised from disposal of materials & other adjustments.

(r) Represents Dust coal.

(s) Includes run-of-mine.

(h) Includes 12,720 tons of ' Deteriorated stock '.

DIX B.

for the years 1941-42 to 1943-44.

ear. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.			
1,093,352	*1,093,352*	*19,36,137*	*1·77*	*6,933*	*158*	*3*	*35*	Bekaro.
951,235	*948,253*	*20,80,884*	*2·19*	*5,935*	*160*	*Nil*	*30*	
842,120	841,204	25,68,012	3·05	4,741	178	Nil	28	
55,451	*55,451*	*2,72,441*	*4·91*	*501*	*111*	*Nil*	*1*	Swang.
50,941	*50,941*	*3,09,612*	*6·08*	*458*	*111*	*Nil*	*1*	
57,157	56,657	4,61,805	8·08	567	101	Nil	2	
344,018	*351,850*	*18,91,732*	*5·49*	*1,992*	*173*	*12*	*70*	Kurharbare.
275,622	*269,273*	*18,91,786*	*6·86*	*1,615*	*171*	*8*	*53*	
303,217	306,466	33,60,284	11·0	1,778	171	4	49	
204,261	*203,467*	*13,26,125*	*6·49*	*1,284*	*159*	*3*	*55*	Serampur.
154,990	*155,004*	*13,45,346*	*8·68*	*1,094*	*142*	*3*	*50*	
199,701	199,269	23,02,168	11·5	1,315	152	1	73	
143,095	*143,095*	*7,05,679*	*5·93*	*1,236*	*116*	*1*	*7*	Bhurkunda.
129,055	*124,937*	*6,61,298*	*5·90*	*1,027*	*125*	*1*	*5*	
129,173	130,271	10,81,658	8·37	1,116	117	1	5	
793,593	*791,297*	*22,60,920*	*2·85*	*4,894*	*162*	*3*	*13*	Kargali.
556,510	*556,339*	(c) *21,87,454*	*3·90*	*4,859*	*113*	*4*	*13*	
505,151	496,796	31,73,404	6·29	4,659	106	Nil	12	
295,355	*295,355*	*8,44,822*	*2·86*	*1,582*	*186*	*Nil*	*1*	Argada.
241,445	(t) *241,445*	*7,72,635*	*3·20*	*1,327*	*182*	*Nil*	*Nil*	
208,112	(t) 208,112	9,46,516	4·55	1,282	162	Nil	3	
119,775	*120,066*	*5,91,526*	*4·94*	*1,127*	*106*	*2*	*8*	Deulbera.
87,931	(t) *89,573*	*5,46,093*	*6·21*	*955*	*92*	*Nil*	*8*	
78,817	(t) 79,874	7,40,462	9·39	944	83	4	7	
220,725	*220,725*	*8,05,546*	*3·65*	*1,703*	*130*	*1*	*201*	Talcher.
195,088	*195,088*	*8,78,503*	*4·50*	*1,662*	*119*	*3*	*244*	
192,895	192,895	12,41,651	6·50	1,609	117	Nil	253	
77,673	*79,785*	*3,18,071*	*4·09*	*480*	*162*	*Nil*	*4*	Jarangdih.
55,908	*44,237*	*2,99,779*	*5·36*	*620*	*90*	*Nil*	*1*	
53,695	65,016	4,58,615	8·50	714	75	Nil	4	
††	††	††	††	††	††	††	††	Religara Dari.
304,341	*304,931*	*8,10,035*	*2·66*	*1,103*	*276*	*Nil*	*Nil*	Kurasia.
343,570	*342,419*	*10,15,723*	*2·96*	*1,187*	*289*	*1*	*2*	
2,94,745	2,92,699	12,23,723	4·15	907	325	*Nil*	*Nil*	
§	§	§	§	§	§	§	§	Kedla.

(*m*) The decrease is due to redemption of Capital on Sinking Fund basis.

†† The colliery has been relinquished.

§ Further Development postponed indefinitely.

(*t*) Includes Dust coal :—

	Tons.	
	1942-43.	1943-44.
Argada . .	249	557
Deulbera . .	3,833	3,722

(*i*) Includes amount on account of Sinking Fund recovered :

	Rs.	A.	P.
1941-42 . .	90,608	9	0
1942-43 . .	1,07,877	0	0
1943-44 . .	1,49,336	4	0

APPEN

Statement showing the Number of Servants of all races (gazetted and non-gazetted, permanent and close of the years

Number of

Railways.	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes		Depressed Classes							
	1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Bengal & Assam	*140*	152	*45,155*	56,989	*14,054*	16,322	*31,061*	40,192	*868*	893	*289*	366
Bengal-Nagpur .	*135*	126	*56,953*	60,688	*12,054*	12,816	*8,209*	8,768	*1,845*	1,901	*694*	575
Bikaner State .	*6*	5	*3,706*	3,675	(a)	(a)	*839*	836	*2*	2	*53*	55
Bombay, Baroda & Central India.	*223*	240	*44,337*	48,104	*8,684*	9,266	12,715	13,570	*956*	1,000	*270*	315
East Indian .	**383*	356	**87,030*	92,336	**19,502*	21,544	**29,608*	31,878	**2,426*	2,580	**603*	660
Great Indian Peninsula.	*243*	217	*65,358*	69,145	*29,981*	31,418	*14,353*	15,967	*1,606*	1,387	*336*	345
Jodhpur . .	*17*	15	*5,656*	5,524	*849*	761	*1,931*	1,855	*16*	15	*13*	19
Madras & Southern Mahratta.	*106*	101	*30,129*	33,480	*10,496*	10,808	*5,983*	6,567	*1,808*	1,765	*10*	10
Mysore State .	*Nil*	Nil	**5,394*	5,691	**1.117*	1,144	**652*	704	**101*	68	*Nil*	Nil
Nizam's State .	*55*	55	*7,125*	7,287	*5,273*	5,148	*2,460*	2,483	*278*	255	*5*	5
North Western .	**303*	292	**32,891*	32,982	**6,774*	7,416	**68,881*	71,151	**741*	811	**6,888*	6,744
Oudh and Tirhut	*71*	68	*24,184*	25,660	*4,533*	4,831	*6,394*	7,096	*310*	300	*14*	18
South Indian .	*52*	49	*31,101*	31,352	*3,350*	3,128	*2,427*	2,564	*1,209*	1,187	*1*	1
Total . .	**1,739*	1,676	**439,519*	472,913	**116,667*	124,602	**185,513*	203,631	**12,166*	12,164	**9,176*	9,113
CLASS II.												
Barsi Light .	*6*	6	*790*	809	*363*	362	*190*	198	*6*	4	*Nil*	Nil
Bhavnagar State	*1*	1	*1,444*	1,437	**1,532*	1,530	*255*	239	*Nil*	Nil	*1*	1
Darjeeling-Himalayan.	*4*	3	*1,728*	1,899	*170*	243	*79*	101	*10*	15	*1*	1
Dibru-Sadiya‡	*9*	9	*1,324*	1,324	*439*	439	*391*	391	*2*	2	*26*	26
Gaekwar's Barada States.	*Nil*	Nil	**3,553*	3,406	*412*	478	*314*	311	*5*	4	*38*	33
Gondal . . .	*Nil*	Nil	*1,067*	1,070	*219*	209	*111*	110	*Nil*	1	*Nil*	Nil
Jaipur State .	*2*	2	*926*	925	*251*	280	*201*	202	*3*	2	*2*	2
Jamnagar-Dwarka	*Nil*	1	*1,173*	1,167	*35*	37	*214*	207	*Nil*	4	*Nil*	2
Junagad State .	*1*	1	*1,177*	1,156	*63*	64	*239*	246	*9*	5	*Nil*	Nil
Morvi . .	*Nil*	Nil	*1,075*	1,087	*53*	39	*93*	97	*2*	2	*Nil*	Nil
Shahdara (Delhi) Saharanpur	*4*	2	*135*	111	*365*	423	*289*	294	*3*	5	*6*	6
Total .	*27*	25	**14,392*	14,391	**3,902*	4,104	*2,376*	2,396	*40*	44	*74*	71
Class III, Total†	*17*	18	*4,411*	4,383	*1,886*	1,984	*974*	1,027	*13*	5	*12*	8
Railway Board & Other Railway Offices.	*39*	41	*5,836*	6,072	*767*	781	*1,984*	2,067	*51*	49	*161*	186
Collieries (B. N. Rly.)	*1*	1	*437*	439	*58*	61	*69*	69	*Nil*	Nil	*19*	19
Grand Total .	**1,823*	1,761	**464,645*	498,198	**123,280*	131,532	**190,916*	209,190	**12,270*	12,262	**9,442*	9,397

*Revised figures.

(a) No distinction is observed on this Railway between Hindus—other than Depressed Classes and Hindus—Depressed classes figures for 1942-43.

† Figures for 1942-43 revised due to exclusion of figures for Jorhat Railway merged in B. & A. Railway in 1943-44 for comparison purposes.

‡ As the Railway did not supply the information the figures for 1941-42 have been adopted for 1942-43 and 1943-44 also.

DIX C-I.

temporary, open line only) employed on each Railway and under the Railway Board at the 1942-43 and 1943-44.

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt)		Railways.
1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												Class I.
446	511	*4*	5	*766*	967	*92,642*	116,245	*92,753*	116,397	*92,784*	116,398	B. & A.
1,463	1,509	*15*	19	*139*	213	*81,372*	86,489	*81,507*	86,615	*81,507*	86,615	B. N.
11	10	*Nil*	Nil	*Nil*	Nil	*4,611*	4,578	*4,617*	4,583	*4,617*	4,583	BK. S.
1,974	2,048	*887*	905	*354*	502	*70,177*	75,710	*70,400*	75,950	*70,400*	75,950	B., B. & C. I.
**862*	730	*14*	19	**21*	59	**140,066*	149,806	**140,449*	150,162	**140,452*	150,167	E. I.
4,466	4,835	*507*	500	*477*	512	*117,584*	124,109	*117,832*	124,326	*117,832*	124,326	G. I. P.
93	88	*1*	2	*9*	9	*8,568*	8,273	*8,585*	8,288	*8,586*	8,289	Jodhpur.
4,208	4,486	*51*	51	*404*	404	*53,089*	57,571	*53,195*	57,672	*53,195*	57,672	M. & S. M.
**342*	368	*3*	3	*27*	26	**7,636*	8,004	**7,636*	8,004	**7,636*	8,004	Mysore State.
810	822	¶	¶	*70*	61	*16,021*	16,061	*16,076*	16,116	*16,076*	16,116	N. S.
**1,242*	1,462	*49*	37	**26*	37	**117,492*	120,640	**117,795*	120,932	**117,799*	120,936	N. W.
277	322	*2*	3	*4*	2	*35,718*	38,232	*35,789*	38,300	*35,789*	38,300	O. & T.
4,271	4,635	*Nil*	Nil	*2*	2	*42,361*	42,869	*42,413*	42,918	*42,413*	42,918	S. I.
**20,465*	21,826	*1,533*	1,544	**2,299*	2,794	**787,338*	848,587	**789,077*	850,263	** 789,086*	850,274	Total
												Class II.
55	49	*Nil*	Nil	*Nil*	Nil	*1,404*	1,422	*1,410*	1,428	*1,410*	1,428	Barsi Light.
38	39	*26*	25	*Nil*	Nil	** 3,296*	3,271	** 3,297*	3,272	**3,297*	3,272	B. S.
13	14	*Nil*	Nil	*10*	9	*2,011*	2,282	*2,015*	2,285	*2,015*	2,285	D. H.
30	30	¶	¶	*5*	5	*2,217*	2,217	*2,226*	2,226	*2,226*	2,226	D. S.
43	39	*8*	6	*3*	Nil	**4,376*	4,277	**4,376*	4,277	**4,376*	4,277	G. B. S.
7	7	*Nil*	Nil	*Nil*	Nil	*1,404*	1,397	*1,404*	1,397	*1,404*	1,397	Gondal.
3	2	*Nil*	Nil	*Nil*	2	*1,386*	1,415	*1,388*	1,417	*1,388*	1,417	Jaipur State
13	11	*Nil*	Nil	*Nil*	Nil	*1,435*	1,428	*1,435*	1,429	*1,435*	1,429	J. D.
8	7	*1*	2	*1*	1	*1,498*	1,481	*1,499*	1,482	*1,499*	1,482	J. S.
3	3	*1*	1	*Nil*	Nil	*1,227*	1,229	*1,227*	1,229	*1,227*	1,229	Morvi.
3	3	*Nil*	Nil	*7*	9	*808*	851	*812*	853	*812*	853	S. (D). S.
216	204	*36*	34	*26*	26	**21,062*	21,270	**21,089*	21,295	**21,089*	21,295	Totals
24	24	*1*	1	*3*	7	*7,324*	7,439	*7,341*	7,457	*7,341*	7,457	Cl. III Total.
162	153	*Nil*	Nil	*93*	98	*9,109*	9,406	*9,148*	9,447	*9,153*	9,452	R. Bd. & Other O.
5	5	*Nil*	Nil	*Nil*	Nil	*588*	593	*589*	594	*589*	594	Collieries (B. N. Ry.)
**20,872*	22,212	**1,570*	1,579	**2,426*	2,925	**825,421*	887,295	**827,244*	889,056	**827,258*	889,072	Grand Total

¶ Not furnished.

APPENDIX C-II.

Statement showing the number of servants of all races employed on Class I Railways—Permanent and Temporary, Open line and Construction—(excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1942-43 and 1943-44.

Name of Railway.	31st MARCH 1943.											31st MARCH 1944.									
		Indians.											Indians.								
		Hindus											Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities	Total (Columns 3 to 10).	Total No. on the Railway (Column 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 14 to 21).	Total No. on the Railway (Col. 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																					
Bengal and Assam ..	38	12,200	273	4,706	731	48	82	1	54	18,095	18,183	32	15,489	285	6,504	776	57	101	2	50	23,264	23,346
B. B. and Central India.	156	16,635	709	4,932	906	142	1,237	813	301	25,675	25,831	165	18,577	868	5,333	939	171	1,323	843	459	28,513	28,678
East Indian ..	*309	*17,694	*358	*5,347	*2,215	*170	*224	9	*12	*26,029	*26,338	284	19,499	459	6,096	2,411	271	233	15	29	29,013	29,297
Great Indian Peninsula.	158	12,914	566	2,223	1,403	91	1,468	422	257	19,344	19,502	129	14,491	564	2,401	1,263	88	1,557	410	264	21,038	21,167
North Western ..	*234	*10,971	*3	*8,641	*628	*1,814	*164	38	21	*22,280	*22,514	219	10,890	9	9,008	632	1,837	176	31	20	22,603	22,822
Oudh and Tirhut ..	27	4,934	123	1,671	300	9	113	2	2	7,154	7,181	25	5,191	123	1,807	287	13	111	3	2	7,537	7,562
Railway Board and Miscellaneous Offices	5	2,442	56	618	36	110	82	*Nil*	8	3,352	3,357	5	2,549	62	666	33	123	75	*Nil*	8	3,516	3,521
Total ..	977	77,790	2,088	28,138	6,219	2,384	3,370	1,285	655	121,929	122,906	909	86,686	2,370	31,815	6,341	2,560	3,576	1,304	832	135,484	136,393
Company Managed Railways.																					
Bengal Nagpur ..	58	11,135	112	1,440	1,504	195	302	11	14	14,713	14,771	54	12,584	121	1,589	1,602	198	331	11	14	16,450	16,504
M. and S. Mahratta	47	7,425	155	1,033	1,301	3	747	42	140	10,846	10,893	41	8,619	167	1,153	1,322	3	891	41	136	12,332	12,373
South Indian ..	18	8,098	85	714	806	*Nil*	1,153	*Nil*	2	10,858	10,876	11	8,592	67	728	824	*Nil*	1,172	*Nil*	2	11,385	11,396
Collieries (B. N. Ry.)	*Nil*	74	*Nil*	2	*Nil*	1	*Nil*	*Nil*	*Nil*	77	77	*Nil*	72	*Nil*	2	*Nil*	1	*Nil*	*Nil*	*Nil*	75	75
Total ..	123	26,732	352	3,189	3,611	199	2,202	53	156	36,494	36,617	106	29,867	355	3,472	3,748	202	2,394	52	152	40,242	40,348
Grand Total ..	*1,100	*104,522	*2,440	*31,327	*9,830	*2,583	*5,572	1,338	*811	*158,423	*159,523	1,015	116,553	2,725	35,287	10,089	2,762	5,970	1,356	984	175,726	176,741

* Revised figures.

APPENDIX C-III.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (Permanent and temporary, open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) as on 31st March 1943 and 31st March 1944.

APPEN

Statement showing the total number and cost of Gazetted and Non-gazetted staff under selected pay categories
Jodhpur, Mysore State and His

Railway system.	Year.	I.—Gazetted Officers and officers of corresponding rank.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
STATE-MANAGED.								
Bengal and Assam	*1942-43*	*174*	*24,68,046*	*2,16,902*	*2,346*	*1,92,186*	*52,396*	*29,31,876*
	1943-44	209	30,09,603	2,68,861	3,718	2,41,913	46,549	35,70,644
Bombay, Baroda and Central India	*1942-43*	*163*	*20,93,098*	*1,74,312*	*1,133*	*1,75,632*	*80,950*	*25,25,125*
	1943-44	181	22,24,196	1,83,627	2,758	1,86,090	53,845	26,50,516
East Indian	*1942-43*	*241*	*39,02,110*	*5,90,563*	*Nil*	*3,09,979*	*47,800*	*48,50,452*
	1943-44	253	41,15,423	4,70,510	6,042	3,19,917	21,334	49,33,226
Great Indian Peninsula	*1942-43*	*210*	*31,41,600*	*2,47,814*	*5,293*	*3,00,698*	*2,02,615*	*38,98,020*
	1943-44	212	32,08,569	2,51,438	6,236	3,06,692	76,712	38,49,647
North Western	*1942-43*	*252*	**36,28,361*	**1,59,489*	**3,118*	**2,17,199*	*71,695*	**40,79,862*
	1943-44	252	36,62,546	1,49,563	463	2,26,583	1,03,600	41,42,755
Oudh and Tirhut	*1942-43*	*86*	*10,97,107*	*43,965*	*5,134*	*1,13,807*	*1,79,458*	*14,39,471*
	1943-44	96	10,05,537	41,166	3,647	83,200	3,750	11,37,300
Railway Board and Miscellaneous Offices	*1942-43*	*81*	*15,44,329*	*50,662*	*3,605*	*1,01,955*	*41,834*	*17,42,389*
	1943-44	90	16,41,210	46,042	4,740	96,632	32,595	18,21,219
Total	*1942-43**	*1,207*	*1,78,74,651*	*14,83,707*	*20,633*	*14,11,456*	*6,76,748*	*2,14,67,195*
	1943-44	1,293	1,88,67,084	14,11,207	27,604	14,61,027	3,88,385	2,21,05,307
COMPANY-MANAGED.								
Bengal Nagpur	*1942-43*	*193*	*24,05,824*	*3,19,779*	*2,859*	*2,59,132*	*56,200*	*30,43,794*
	1943-44	200	23,74,101	1,66,809	4,319	2,00,563	29,288	27,75,080
Madras and Southern Mahratta	*1942-43*	*138*	*19,32,057*	*1,00,946*	*Nil*	*1,58,170*	*1,01,374*	*22,92,547*
	1943-44	142	20,29,527	1,16,798	3,679	1,61,284	69,685	23,80,973
South Indian	*1942-43*	*117*	*14,39,022*	*46,807*	*Nil*	*1,17,490*	*61,181*	*16,64,500*
	1943-44	130	15,14,247	51,107	Nil	1,17,855	53,460	17,36,669
Collieries (B. N. Ry.)	*1942-43*	*4*	*42,425*	*5,524*	..	*4,101*	..	*52,050*
	1943-44	4	42,000	4,500	..	1,900	..	48,400
Total	*1942-43*	*452*	*58,19,328*	*4,73,056*	*2,859*	*5,38,893*	*2,18,755*	*70,52,691*
	1943-44	476	59,59,875	3,39,214	7,998	4,81,602	1,52,433	69,41,122
Grand Total	*1942-43**	*1,659*	*2,36,93,979*	*19,56,763*	*23,492*	*19,50,349*	*8,95,503*	*2,85,20,086*
	1943-44	1,769	2,48,26,959	17,50,421	35,602	19,42,629	4,90,818	2,90,46,429

*Revised figures.

‡‡Please see remarks at page 255.

DIX C-III.

(Permanent and temporary, open line and construction) employed on Class I Railways (excluding Bikaner, Exalted Highness the Nizam's State Railways), as on 31st March 1943 and 31st March 1944.

II.—Subordinate drawing pay Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and on scales of pay rising to Rs. 200 p.m. and over if they are on the new scales of pay.

Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
655	*26,70,801*	*1,65,945*	..	*2,04,370*	*1,40,111*	*31,81,227*	Bengal and Assam.
892	30,00,415	2,03,490	3,729	2,09,505	1,01,693	35,18,832	
959	*39,58,137*	*2,25,100*	*Nil*	*3,16,800*	*3,60,697*	*48,60,734*	Bombay, Baroda and Central India.
1,023	41,11,486	2,67,639	74	3,33,108	3,69,619	50,81,926	
**1,948*	*86,38,413*	*6,80,422*	*Nil*	*6,41,828*	*4,41,086*	*1,04,01,749*	East Indian.
1,996	88,55,734	9,81,468	Nil	6,90,281	3,66,294	1,08,93,777	
1,470	*58,24,165*	*6,31,417*	*912*	*5,47,312*	*3,45,400*	*73,49,206*	Great Indian Peninsula.
1,529	56,01,542	6,52,311	..	4,22,679	2,86,125	69,62,657	
**1,252*	**54,28,382*	**2,70,453*	**630*	**4,37,895*	**2,90,340*	** 64,27,700*	North Western.
1,208	55,56,251	2,96,606	1,158	4,28,640	3,39,549	66,22,204	
**144*	**5,09,873*	**34,137*	*Nil*	**41,397*	**36,502*	**6,21,909*	Oudh and Tirhut.
143	4,75,089	31,644	Nil	44,204	9,375	5,60,312	
282	*8,71,583*	*96,048*	..	*64,206*	*1,453*	*10,33,290*	Railway Board and Miscellaneous Offices.
330	9,22,135	88,254	..	56,958	4,584	10,71,931	
6,710	*2,79,01,354*	*21,03,522*	*1,542*	*22,53,808*	*16,15,589*	*3,38,75,815*	Total.
7,121	2,85,22,652	25,21,412	4,961	21,85,375	14,77,239	3,47,11,639	
							COMPANY-MANAGED.
946	*39,20,446*	*5,67,875*	..	*3,30,803*	*89,366*	*49,08,490*	Bengal-Nagpur.
988	40,17,446	7,00,621	..	3,33,308	43,375	50,94,750	
277	*11,71,164*	*1,36,250*	*Nil*	*85,213*	*1,16,676*	*15,09,303*	Madras and Southern Mahratta
280	11,82,760	1,36,455	69	92,536	95,804	15,07,624	
263	*10,92,115*	*30,563*	*1,223*	*90,779*	*1,51,938*	*13,66,623*	South Indian.
255	11,26,193	27,306	..	87,730	1,26,935	13,68,164	
11	*42,359*	*3,832*	..	*3,403*	..	*49,594*	Collieries (B. N. Ry.).
10	42,195	4,258	..	3,495	..	49,948	
1,497	*62,26,084*	*7,38,520*	*1,223*	*5,10,198*	*3,57,980*	*78,34,010*	Total.
1,533	63,68,594	8,68,640	69	5,17,069	2,66,114	80,20,486	
8,207	*3,41,27,438*	*28,42,042*	*2,770*	*27,64,006*	*19,73,569*	*4,17,09,825*	Grand Total.
8,654	3,48,91,246	33,90,052	5,030	27,02,444	17,43,353	4,27,32,125	

Statement showing the total number and cost of Gazetted and Non-gazetted staff under selected pay categories
Jodhpur, Mysore State and His

Railway system.	Year.	III.—Subordinates on old scales of pay rising to Rs. 249 per mensem but not to Rs. 250 p.m. or over and subordinates on new scales of pay rising to Rs. 199 p.m. but not to Rs. 200 p.m. or over						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1942-43*	*17,528*	*1,30,39,220*	*17,90,917*	..	*9,49,390*	*5,65,005*	*1,63,44,532*
	1943-44	22,454	1,51,97,854	29,78,445	..	9,31,052	4,20,478	1,95,27,829
Bombay, Baroda and Central India.	*1942-43*	*24,872*	*2,18,01,436*	*24,68,943*	..	*15,16,227*	*10,82,263*	*2,68,68,869*
	1943-44	27,655	2,30,55,052	33,73,485	..	15,71,199	8,37,627	2,88,37,363
East Indian	*1942-43*	**24,390*	*2,42,02,270*	*28,16,727*	..	*19,45,273*	*8,50,121*	*2,98,14,391*
	1943-44	27,301	2,42,23,568	51,75,274	..	17,67,139	8,56,061	3,20,22,042
Great Indian Peninsula	*1942-43*	*18,032*	*1,74,78,954*	*38,77,702*	..	*12,79,309*	*5,55,670*	*2,31,91,635*
	1943-44	19,638	1,50,20,768	46,79,529	..	14,11,931	6,10,478	2,17,22,706
North Western	*1942-43*	**21,262*	**2,07,11,706*	**29,10,707*	*1,079*	**16,09,866*	**10,66,675*	**2,63,00,033*
	1943-44	21,614	2,09,58,574	41,87,644	..	16,13,185	9,61,045	2,77,20,448
Oudh and Tirhut	*1942-43*	**7,037*	**41,10,806*	** 3,74,736*	..	**3,42,332*	**1,53,753*	**49,81,627*
	1943-44	7,419	42,42,712	6,11,033	..	3,97,164	81,150	53,32,059
Railway Board and Miscellaneous Offices.	*1942-43*	*3,075*	*22,99,078*	*2,49,026*	..	*1,70,248*	*67,312*	*27,85,664*
	1943-44	3,191	23,46,493	4,51,798	..	1,67,240	58,277	30,23,808
Total	*1942-43**	*116,196*	*10,36,43,470*	*1,44,88,758*	*1,079*	*78,12,645*	*43,40,799*	*13,02,86,751*
	1943-44	129,272	10,50,45,021	2,14,57,208	..	78,58,910	38,25,116	13,81,86,255
COMPANY-MANAGED.								
Bengal Nagpur	*1942-43*	*13,825*	*1,36,50,230*	*18,09,011*	..	*10,41,490*	*4,68,911*	*1,69,69,642*
	1943-44	15,516	1,45,82,617	28,10,805	..	10,63,529	4,03,942	1,88,60,893
Madras and Southern Mahratta	*1942-43*	*10,616*	*89,76,474*	*17,15,678*	..	*7,71,419*	*3,98,560*	*1,18,62,131*
	1943-44	12,093	93,80,668	25,16,949	..	7,86,833	3,23,379	1,30,07,829
South Indian	*1942-43*	*10,613*	*77,27,034*	*10,82,600*	..	*5,75,220*	*4,73,307*	*98,58,161*
	1943-44	11,141	78,39,709	16,73,220	..	5,92,367	2,63,606	1,03,68,902
Collieries (B. N. Rly.).	*1942-43*	*66*	*81,898*	*3,523*	..	*6,429*	*3,285*	*95,135*
	1943-44	65	81,531	5,726	..	6,183	..	93,440
Total	*1942-43*	*35,120*	*3,04,35,636*	*46,10,812*	..	*23,94,558*	*13,44,063*	*3,87,85,069*
	1943-44	38,815	3,18,84,525	70,06,700	..	24,48,912	9,90,927	4,23,31,064
Grand Total.	*1942-43**	*151,316*	*13,40,79,106*	*1,90,99,570*	*1,079*	*1,02,07,203*	*56,84,862*	*16,90,71,820*
	1943-44	168,087	13,69,29,546	2,84,63,908	..	1,03,07,822	48,16,043	18,05,17,319

* Revised figures.

DIX C-III—*contd.*

(Permanent and temporary, open line and construction) employed on Class I Railways (Bikaner, Exalted Highness the Nizam's State Railways), as on 31st March 1943 and 31st March 1944.

IV.—Daily rated labour staff of all departments plus Inferior staff of the mechanical Department only.							
Number.	Cost.						Railway systems.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ††	Gratuity. ††	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
26,052	*94,28,120*	*16,11,246*	..	*3,02,237*	*3,54,368*	*1,16,95,971*	Bengal and Assam.
31,571	1,08,61,033	21,14,471	..	3,11,101	1,07,508	1,33,94,113	
12,867	*41,40,528*	*6,08,645*	..	*74,303*	*80,236*	*49,03,712*	Bombay, Baroda & Central India.
14,579	44,55,445	7,33,913	..	80,658	51,005	53,21,021	
**43,471*	*1,47,94,295*	*26,57,015*	..	*81,480*	*2,14,247*	*1,77,47,037*	East Indian.
45,695	1,69,53,624	35,91,537	..	4,40,097	2,19,896	2,12,05,154	
24,263	*93,32,782*	*20,75,595*	..	*5,25,893*	*1,37,342*	*1,20,71,612*	Great Indian Peninsula.
27,166	1,11,76,574	40,25,503	..	6,27,847	2,42,749	1,60,72,673	
**34,888*	**1,49,97,306*	**27,37,188*	..	**3,91,121*	**4,17,263*	**1,35,42,878*	North Western.
39,600	1,57,23,186	45,90,088	..	4,13,696	3,65,724	2,10,92,694	
**9,377*	**22,30,765*	**11,822*	..	**99,211*	*98,421*	**24,40,219*	Oudh and Tirhut.
10,676	24,38,983	9,086	..	4,752	1,245	24,54,066	
4,767	*8,93,127*	*1,65,297*	..	..	..	*10,58,424*	Railway Board and Miscellaneous Offices.
4,767	8,93,127	1,65,297	..	..	..	10,58,424	
155,685	*5,58,16,923*	*98,66,808*	..	*14,74,245*	*13,01,877*	*6,84,59,853*	Total.
174,054	6,25,01,972	1,52,29,895	..	18,78,151	9,88,127	8,05,98,145	
							COMPANY-MANAGED.
25,234	*1,18,89,897*	*10,36,043*	..	*5,67,413*	*2,44,498*	*1,37,37,851*	Bengal Nagpur.
25,938	1,27,20,083	15,92,873	..	5,46,534	5,48,141	1,54,07,631	
14,364	*64,09,942*	*13,04,285*	..	*3,37,429*	*2,69,622*	*83,21,278*	Madras and Southern Mahratta.
17,187	73,05,103	21,76,017	..	3,51,851	1,79,146	1,00,12,117	
12,324	*36,85,671*	*7,95,641*	..	*2,51,756*	*1,19,623*	*48,52,691*	South Indian.
11,996	39,20,749	11,35,919	..	2,41,965	75,178	53,73,811	
149	*35,538*	*1,331*	..	*296*	*Nil*	*37,165*	Collieries (B. N. Rly.).
151	40,460	5,669	..	285	33	46,447	
52,071	*2,20,21,048*	*31,37,300*	..	*11,56,896*	*6,33,743*	*2,69,48,985*	Total.
55,272	2,39,86,395	49,10,478	..	11,40,635	8,02,498	3,08,40,006	
207,756	*7,78,37,971*	*1,30,04,108*	..	*26,31,139*	*19,35,620*	*9,54,08,838*	Grand Total.
229,326	8,64,88,367	2,01,40,373	..	30,18,786	17,90,625	11,14,38,151	

†† See remarks at page 255.

APPEN

Statement showing the total number and cost of Gazetted and Non-gazetted staff under selected pay categories Jodhpur, Mysore State and His

Railway system.	Year.	V.—Inferior Staff of all Departments other than those of the Mechanical Department.						
		Number.	Cost					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. **	Gratuity. ***	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal and Assam	*1942-43*	*48,375*	*99,46,707*	*38,51,728*	..	*2,39,561*	*40,743*	*1,40,78,739*
	1943-44	61,272	1,22,13,523	49,62,480	..	1,63,116	75,640	1,74,14,759
Bombay, Baroda & Central India	*1942-43*	*31,540*	*69,26,196*	*21,58,844*	..	*1,59,981*	*2,27,096*	*94,72,117*
	1943-44	32,516	69,54,503	32,99,942	..	1,87,051	2,32,676	1,06,74,172
East Indian	*1942-43*	**71,097*	*1,39,19,397*	*18,53,447*	..	*6,20,330*	*3,40,763*	*1,67,33,937*
	1943-44	81,577	1,33,35,596	54,07,174	..	4,30,013	3,51,433	1,95,24,216
Great Indian Peninsula	*1942-43*	*73,857*	*2,11 23,385*	*87,11,464*	..	*1,77,647*	*1,82,975*	*3,01,95,471*
	1943-44	75,781	1,32,14,183	90,51,783	..	1,96,218	2,21,805	2,26,83,989
North Western	*1942-43*	**60,148*	**1,40,87,204*	**41,32,834*	..	**1,47,423*	**3,24,245*	**1,86,91,706*
	1943-44	58,264	1,35,58,548	59,72,796	..	2,10,179	3,23,626	2,00,65,149
Oudh and Tirhut	*1942-43*	*19,145*	*30,90,545*	*5,31,883*	..	*41,310*	*40,370*	*37,04,108*
	1943-44	19,966	34,01,248	8,09,739	..	19,979	24,423	42,55,389
Railway Board and Miscellaneous	*1942-43*	*948*	*2,15,095*	*76,565*	..	*3,852*	*4,245*	*2,99,757*
	1943-44	1,074	2,36,876	89,289	..	5,936	414	3,32,515
Total	*1942-43**	*305,110*	*6,93,08,529*	*2,13,16,765*	..	*13,90,104*	*11,60,437*	*9,31,75,835*
	1943-44	330,450	6,29,14,477	2,95,93,203	..	12,12,492	12,30,017	9,49,50,189
COMPANY-MANAGED.								
Bangal-Nagpur	*1942-43*	*41,309*	*81,83,202*	*25,71,420*	..	*2,64,875*	*1,93,456*	*1,12,12,953*
	1943-44	43,973	98,91,543	32,59,026	..	2,58,198	1,06,733	1,35,15,500
Madras and Southern Mahratta	*1942-43*	*27,800*	*58,99,444*	*27,32,476*	..	*1,30,853*	*1,19,589*	*88,82,362*
	1943-44	27,970	59,34,405	34,59,299	..	1,66,958	1,26,605	96,87,267
South Indian	*1942-43*	*19,096*	*30,12,651*	*12,92,410*	..	*1,20,735*	*92,335*	*45,18,131*
	1943-44	19,396	33,36,271	17,40,005	..	1,69,184	73,347	53,18,807
Collieries (S. N. Ry.)	*1942-43*	*359*	*1,43,518*	*5,184*	..	*5,798*	*790*	*1,55,290*
	1943-44	364	1,44,901	16,488	..	5,830	1,620	1,68,839
Total	*1942-43*	*88,564*	*1,72,38,815*	*66,01,490*	..	*5,22,261*	*4,06,170*	*2,47,68,736*
	1943-44	91,703	1,93,07,120	84,74,818	..	6,00,170	3,08,305	2,86,90,413
Grand Total	*1942-43**	*393,674*	*8,65,47,344*	*2,79,18,256*	..	*19,12,365*	*15,66,607*	*11,79,44,571*
	1943-44	422,153	8,22,21,597	3,80,68,021	..	18,12,662	15,38,322	12,36,40,602

DIX C-III—*contd.*

(Permanent and temporary, open line and construction) employed on Class I Railways (excluding Bikaner, Exalted Highness the Nizam's State Railways), as on 31st March 1943 and 31st March 1944.

VI.—Total Staff (I to V).							Railway system.
Number.	Cost.						
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. **	Gratuity. ***	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
92,784	*3,75,52,894*	*†76,94,348*	*2,346*	*18,87,744*	*11,52,623*	*†4,82,89,955*	Bengal and Assam.
116,398	4,42,82,428	†1,05,95,182	7,447	18,56,687	7,51,868	†5,74,93,612	
70,401	*3,89,19,395*	*56,35,844*	*1,133*	*22,42,943*	*18,31,242*	*4,86,30,557*	Bombay, Baroda & Central India.
75,954	4,08,00,682	78,58,606	2,832	23,58,106	15,44,772	5,25,64,998	
**141,147*	*6,54,56,485*	*85,98,174*	*Nil*	*35,98,890*	*18,94,017*	*7,95,47,566*	East Indian.
156,822	6,74,83,945	1,56,25,963	6,042	36,47,447	18,15,018	8,85,78,415	
117,832	*5,69,00,886*	*1,55,43,992*	*6,205*	*28,30,859*	*14,24,002*	*7,67,05,944*	Great Indian Peninsula.
124,326	4,82,21,636	1,86,60,564	6,236	29,65,367	14,37,869	7,12,91,672	
**117,802*	**5,88,52,959*	**1,02,10,671*	**4,827*	**28,03,504*	**21,70,218*	**7,40,42,179*	North Western.
120,938	5,94,59,105	1,51,96,697	1,621	28,92,283	20,93,544	7,96,43,250	
35,789	*1,10,39,096*	*9,96,543*	*5,134*	*6,38,057*	*5,08,504*	*1,31,87,334*	Oudh and Tirhut.
38,300	1,15,63,569	15,02,668	3,647	5,49,299	1,19,943	1,37,39,126	
9,153	*58,23,212*	*6,37,598*	*3,609*	*3,40,261*	*1,14,844*	*69,19,524*	Railway Board and Miscellaneous Offices.
9,452	60,39,841	8,40,680	4,740	3,26,766	95,870	73,07,897	
584,908	*27,45,44,927*	*4,93,17,170*	*23,254*	*1,43,42,258*	*90,95,450*	*†34,73,23,059*	Total
642,190	27,78,51,206	7,02,80,360	32,565	1,45,95,955	78,58,884	†37,06,18,970	
							COMPANY-MANAGED.
81,507	*4,00,49,599*	*63,04,128*	*2,859*	*24,63,713*	*10,52,431*	*4,98,72,730*	Bengal Nagpur.
86,615	4,35,85,790	85,30,134	4,319	24,02,132	11,31,479	5,56,53,854	
53,195	*2,43,89,081*	*59,89,635*	*Nil*	*14,83,084*	*10,05,821*	*3,28,67,621*	Madras and Southern Mahratta.
57,672	2,58,32,463	84,05,518	3,748	15,59,462	7,94,619	3,65,95,810	
42,413	*1,69,56,493*	*§47,70,077*	*1,228*	*11,55,980*	*8,98,384*	*§2,37,82,162*	South Indian.
42,918	1,77,37,169	§72,83,842	..	12,09,101	5,92,526	§2,68,22,638	
589	*3,45,738*	*19,394*	..	*20,027*	*4,075*	*3,89,234*	Colliers (N. B. Ry.).
594	3,51,087	36,641	..	17,693	1,653	4,07,074	
177,704	*8,17,40,911*	*§1,70,83,234*	*4,087*	*51,22,804*	*29,60,711*	*§10,69,11,747*	Total.
187,799	8,75,06,509	§2,42,56,135	48,067	51,88,388	25,20,277	§11,94,79,376	
762,612	*35,62,85,838*	*†§6,64,00,404*	*27,341*	*1,94,65,062*	*1,20,56,161*	*†§45,42,34,806*	Grand Total.
829,989	36,53,57,715	†§9,45,36,495	40,632	1,97,84,243	1,03,79,161	†§49,00,98,746	

† Includes grant-in-aid to Railway Schools and Railway employees—

1943	57,610
1944	67,435

* Revised figures.

§Includes cost of A. R. P. staff expenditure on militarisation scheme and grant-in-aid to other schools and Railways employees—

1943	15,22,056
1944	26,56,285

NOTE.—** Provident Fund :—This represents the accrued liability debited against working expenses and not the provident fund paid out to retiring, etc., railway servants, which latter is a debit to the provident fund.

*** Gratuity :—This represents the sums actually paid out to retiring, etc., railway servants during the year.

APPENDIX C-IV.

(a) Gazetted Officers

Statement of Gazetted Officers and Officers of corresponding rank (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Divisions, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1944 as compared with 31st March 1943.

Item.	B. & A.		B. N.		B., B. & C.I.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & T.		S. I.		Rly. Board and Miscellaneous officers.		Collieries (B. N. Ry.).		TOTAL	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. *Administration Department*—																								
1·01. Europeans	3	7	4	4	6	7	4	3	4	4	3	2	4	2	3	3	3	3	1	1	..	..	35	36
1·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	5	5	3	2	..	..	2	4	..	..	..	..	1	1	..	..	3	4	..	1	..	..	14	17
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	2	..	..	..	..	..	2	2	..	..	1	1	2	2	..	..	..	1	..	..	..	..	7	6
(c) Anglo-Indians and domiciled Europeans	1	1	1	..	2	1	1	1	1	1	1	1	2	2	..	1	..	..	..	..	..	..	9	8
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Indian Christians	1	1	..	..	2	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	4	4
(f) Parsis	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	9	7	4	2	4	3	6	7	2	2	2	2	5	5	..	1	3	5	..	1	..	..	35	35
1·03. GRAND TOTAL	12	14	8	6	10	10	10	10	6	6	5	4	9	7	3	4	6	8	1	2	..	..	70	71
2. *Accounts Department*—																								
2·01. Europeans	..	..	2	2	4	3	2	2	2	2	4	4	..	..	4	4	1	2	1	2	..	..	20	21
2·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	5	9	7	8	3	4	10	9	8	9	3	3	7	6	4	6	5	5	6	6	..	..	58	65
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	2	2	..	..	1	1	..	..	..	..	1	1	5	4	2	1	1	..	..	..	..	..	12	9
(c) Anglo-Indians and domiciled Europeans	1	..	4	3	1	3	2	..	..	..	1	1	..	..	1	1	2	1	..	..	..	..	12	9
(d) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..	..	4	4
(e) Indian Christians	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	3	3
(f) Parsis	..	..	..	..	1	1	..	..	1	1	2	2	..	..	..	..	..	..	..	..	..	..	4	4
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	8	11	12	12	6	9	12	9	10	11	7	7	14	12	8	9	10	8	6	6	..	..	93	94
2·03. GRAND TOTAL	9	11	14	14	10	12	14	11	12	13	11	11	14	12	12	13	11	10	7	8	..	..	113	115

3. *Engineering Department*—																									
3·01. Europeans	13	15	23	19	16	16	13	12	22	22	16	16	16	19	9	9	12	13	5	4	..	..	146	146
3·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	24	27	16	17	17	19	25	30	15	15	20	21	53	51	6	6	21	23	..	3	..	..	197	212
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
(b) Muslims	3	4	8	9	5	4	4	4	7	8	2	2	15	18	5	7	3	3	1	1	..	..	53	60
(c) Anglo-Indians and domiciled Europeans	6	8	11	11	3	2	12	13	7	7	..	..	10	8	4	3	1	1	1	..	..	..	55	53
(d) Sikhs	1	2	1	1	..	..	1	1	1	1	..	..	6	5	4	4	..	..	..	..	..	..	14	14
(e) Indian Christians	..	..	..	..	..	1	..	..	6	6	2	2	1	..	..	..	..	..	..	..	..	..	9	9
(f) Parsis	1	1	..	..	6	6	1	2	2	2	1	1	1	1	..	..	..	..	..	..	..	..	12	13
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(h) Total	35	42	36	38	31	32	43	50	38	39	25	26	87	84	19	20	25	28	2	4	..	..	341	363
3·03. GRAND TOTAL	48	57	59	57	47	48	56	63	61	61	41	42	103	103	28	29	37	41	7	8	..	..	487	509
4. *Transportation*—																								
4·01. Europeans	8	13	20	18	11	14	16	20	26	24	12	14	12	14	10	10	2	2	4	4	..	..	121	133
4·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	20	21	17	18	13	13	24	21	9	11	13	12	11	13	2	5	14	17	5	4	..	..	128	135
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	6	6	12	12	5	7	6	8	4	4	1	2	9	9	3	3	4	4	1	2	..	..	51	57
(c) Anglo-Indians and domiciled Europeans	8	10	4	6	1	2	9	11	2	2	4	3	9	9	3	2	2	2	2	2	..	..	44	49
(d) Sikhs	1	..	..	..	1	1	2	2	..	..	2	2	4	4	..	..	..	..	..	..	..	..	10	9
(e) Indian Christians	1	1	..	..	4	4	1	1	1	1	2	3	1	1	..	..	2	2	..	..	..	..	12	13
(f) Parsis	..	..	..	..	2	3	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	3	4
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	36	38	33	36	26	30	42	43	16	18	23	23	34	36	8	10	22	25	8	8	..	..	248	276
4·03. GRAND TOTAL	44	51	53	54	37	44	58	63	42	42	35	37	46	50	18	20	24	27	12	12	..	..	369	409
5. *Commercial*—																								
5·01. Europeans							3	2	6	7					..	..	2	2	..	..	..	..	11	11
5·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes							5	6	15	16					1	..	7	7	..	..	..	..	28	29
Depressed classes							..	..	..	..					..	..	..	..	..	..	..	..	..	..
(b) Muslims							1	..	1	1					2	2	..	1	..	..	..	..	4	4
(c) Anglo-Indians and domiciled Europeans							2	2	3	3					..	..	1	2	..	..	..	..	6	7
(d) Sikhs							..	..	..	..					..	..	..	..	..	..	..	..	..	..
(e) Indian Christians							..	..	1	1					..	..	..	..	..	..	..	..	1	1
(f) Parsis							..	..	..	..					..	..	..	..	..	..	..	..	..	..
(g) Other communities							..	..	..	..					..	..	..	..	..	..	..	..	..	..
(h) Total							8	8	20	21					3	2	8	10	..	..	..	..	39	41
5·03. GRAND TOTAL							11	10	26	28					3	2	10	12	..	..	..	..	50	52

Included under Transportation

Included under Transportation.

APPENDIX C-IV—*contd.*

(*a*) GAZETTED OFFICERS—*contd.*

Statement of Gazetted Officers and Officers of corresponding rank (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1944 as compared with 31st March 1943—contd.

Item.	B. & A.		B. N.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & T.		S. I.		Rly. Board and Miscellaneous offices.		Collieries (B. N. Ry.).		TOTAL.	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6. *Mechanical Engineering*—																								
6·01. Europeans	18	22	18	19	15	20	19	18	10	8	12	12	26	27	13	12	7	9	7	8	..	..	145	155
6·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	8	9	8	9	10	11	16	19	2	2	10	10	*7	7	..	..	7	6	..	..	..	..	68	73
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..
(*b*) Muslims	3	3	..	1	1	1	3	4	1	1	1	1	7	8	1	1	..	..	..	..	..	..	17	21
(*c*) Anglo-Indians and domiciled Europeans	4	6	8	9	..	..	3	2	1	1	1	1	2	2	..	2	..	..	..	..	..	..	19	23
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*e*) Indian Christians	1	1	..	..	..	..	2	2	3	3	..	..	2	1	..	..	..	..	..	..	..	..	8	7
(*f*) Parsis	1	1	1	1	..	..	1	1	1	2	..	1	..	..	..	..	..	..	..	..	..	..	4	6
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	17	20	18	21	11	12	25	28	8	9	12	13	*19	19	1	3	7	6	..	1	..	..	118	132
6·03. GRAND TOTAL	35	42	36	40	26	32	44	46	18	17	24	25	*45	46	14	15	14	15	7	9	..	..	263	287
7. *Stores Department*—																								
7·01. Europeans	2	3	3	3	6	6	4	4	4	4	5	5	4	5	2	2	2	2	..	..	..	..	32	34
7·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	2	2	2	3	1	1	6	5	..	..	2	2	*4	4	..	..	2	2	..	..	..	..	19	19
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	1	1	1	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	3	3
(*c*) Anglo-Indians and domiciled Europeans	3	5	3	3	..	..	1	2	1	1	..	..	1	1	..	..	1	1	..	..	..	..	10	13
(*d*) Sikhs	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	1	1	..	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	2	3
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	5	7	5	6	3	3	9	9	2	2	3	4	*6	6	..	..	3	3	..	..	..	..	36	40
7·03. GRAND TOTAL	7	10	8	9	9	9	13	13	6	6	8	9	*10	11	2	2	5	5	..	..	..	..	68	74

8. *Electrical*—																										
8·01. Europeans	5	7	Included under Mechanical Engineering.		8	6	4	8	12	12	3	3	4	4	1	1	2	2	..	..	..	..	31	38
8·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	3	5			3	2	5	5	6	6	4	4	3	3	..	..	2	3	..	..	..	..	26	28
Depressed classes	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..			1	..	..	..	2	2	..	..	1	1	..	..	..	..	..	..	..	..	4	3
(*c*) Anglo-Indians and domiciled Europeans	1	1			1	1	1	1	3	3	..	..	1	1	..	1	..	..	..	..	..	..	7	8
(*d*) Sikhs	..	..			..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	4	6			5	3	6	6	12	12	4	4	5	5	..	1	2	3	..	..	..	..	38	40
8·03. Grand Total	9	13			10	9	10	9	24	24	7	7	9	9	1	2	4	5	..	..	..	..	74	78
9. *Other Departments*—																										
9·01. Europeans	3	3	7	7	4	3	8	8	1	1	4	4	3	2	2	2	3	3	16	17	1	1	52	51
9·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	6	6	6	6	4	4	9	11	6	5	1	1	6	5	3	5	3	4	18	17	3	3	65	67
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	1	2	1	2	1	..	1	..	..	2	2	..	1	..	..	2	3	..	..	7	10
(*c*) Anglo-Indians and domiciled Europeans	..	..	1	5	1	3	2	2	3	3	..	..	..	..	..	1	..	..	4	6	..	..	11	20
(*d*) Sikhs	1	1	1	1	..	..	1	1	..	..	..	..	1	1	..	..	..	..	2	3	..	..	6	7
(*e*) Indian Christians	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	..	..	3	3
(*f*) Parsis	..	..	..	..	3	5	..	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	6	8
(*g*) Other communities	..	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(*h*) Total	7	7	8	13	10	14	14	15	14	14	3	3	9	8	3	7	3	4	26	29	3	3	100	117
9·03. Grand Total	10	10	15	20	14	17	22	23	15	15	7	7	12	10	5	9	6	7	42	39	4	4	152	168
10. Total																										
10·01. Europeans	52	70	77	72	67	75	73	73	88	84	59	60	69	73	44	43	34	38	34	36	1	1	593	625
10·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	73	84	59	63	51	54	102	110	61	64	53	53	92	90	16	22	64	71	29	31	3	3	603	645
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
(*b*) Muslims	16	15	20	23	15	15	19	20	15	17	7	8	41	44	13	15	8	9	4	7	..	..	158	173
(*c*) Anglo-Indians and domiciled Europeans	24	31	32	37	9	12	33	34	21	21	7	6	25	23	8	11	7	7	7	8	..	..	173	190
(*d*) Sikhs	3	3	4	4	1	1	5	5	2	2	2	2	15	14	4	4	1	1	2	3	..	..	39	39
(*e*) Indian Christians	3	3	..	..	6	7	3	3	14	14	6	7	4	2	1	1	3	3	..	..	..	..	40	40
(*f*) Parsis	2	2	1	1	13	16	3	3	8	9	4	6	1	1	..	..	..	..	..	..	..	..	32	38
(*g*) Other Communities	..	..	..	..	1	1	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	3	3
(*h*) Total	121	138	116	128	96	106	165	175	122	128	79	82	179	175	42	53	83	92	42	49	3	3	1,048	1,129
10·03. Grand Total	173	208	193	200	163	181	238	248	210	212	138	142	248	248	86	96	117	130	76	85	4	4	1,646	1,754
10·04. Grand Total Including staff on loan from the Indian Audit and Accounts Service (Department.)	174	209	193	200	163	181	241	253	210	212	138	142	252	252	86	96	117	130	81	90	4	4	1,659	1,769

*Revised figures.

(*a*) GAZETTED OFFICERS—*concld.*

Statement of Gazetted Officers and Officers of corresponding rank (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1944 as compared with 31st March 1943—concld.

Item.	B. & A.		B. N.		B., B. & C.I.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & T.		S.I.		Rly. Board and Miscellaneous offices.		Collieries (B. N. Ry.).		Total.	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11. *Increase (+) and decrease (—)*																								
11·01. Europeans	..	+18	..	—5	..	+8	..	..	..	—4	..	+1	..	+4	..	—1	..	+4	..	+2	..	..	..	+27
11·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	+11	..	+4	..	+3	..	+8	..	+3	..	..	..	—2	..	+6	..	+7	..	+2	..	..	..	+42
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	+1	..	..	..	..	..	+1
(*b*) Muslims	..	—1	..	+3	..	..	..	+1	..	+2	..	+1	..	+3	..	+2		+1	..	+3	..	..	..	+15
(*c*) Anglo-Indians and domiciled Europeans	..	+7	..	+5	..	+3	..	+1	..	..	..	—1	..	—2	..	+3	..	..	..	+1	..	..	..	+17
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	—1	..	..	..	..	..	+1	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	+1	..	..	..	..	..	+1	..	—2	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	..	+3	..	..	..	+1	..	+2	..	..	..	..	..	..	..	..	..	..	..	+6
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	+17	..	+12	..	+10	..	+10	..	+6	..	+3	..	—4	..	+11	..	+9	..	+7	..	..	..	+81
11·03. GRAND TOTAL	..	+35	..	+7	..	+18	..	+10	..	+2	..	+4	..	..	..	+10	..	+13	..	+9	..	..	..	+108
12. *Percentage of Total*—																								
12·01. Europeans	30·1	33·7	39·9	36·0	41·1	41·4	30·7	29·4	41·9	39·6	42·8	42·3	27·8	29·4	51·2	44·8	29·1	29·3	44·7	46·7	25·0	25·0	36·3	35·6
12·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	42·2	40·4	30·5	31·5	31·3	29·8	42·9	44·4	29·0	30·2	38·4	37·3	37·1	36·3	18·6	22·9	54·7	54·6	38·2	34·7	75·0	75·0	36·6	36·8
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·8	..	..	..	..	..	0·1
(*b*) Muslims	9·2	7·2	10·4	11·5	9·2	8·3	8·0	8·1	7·1	8·0	5·1	5·7	16·5	17·7	15·1	15·6	6·8	6·9	5·3	6·7	..	..	9·6	9·9
(*c*) Anglo-Indians and domiciled Europeans	13·9	14·9	16·6	18·5	5·5	6·6	13·9	13·7	10·0	9·9	5·1	4·2	10·1	9·3	9·3	11·5	6·0	5·4	9·2	8·0	..	..	10·5	10·8
(*d*) Sikhs	1·7	1·4	2·1	2·0	0·6	0·6	2·1	2·0	1·0	0·9	1·4	1·4	6·1	5·7	4·6	4·2	0·8	0·7	2·6	2·6	..	..	2·4	2·2
(*e*) Indian Christians	1·7	1·4	..	..	3·7	3·9	1·2	1·2	6·7	6·6	4·3	4·9	1·6	0·8	1·2	1·6	2·6	2·3	..	1·3	..	..	2·4	2·3
(*f*) Parsis	1·2	1·0	0·5	0·5	8·0	8·8	1·2	1·2	3·8	4·3	2·9	4·2	0·4	0·4	..	..	..	..	..	..	..	..	2·0	2·1
(*g*) Other Communities	..	..	..	..		0·6	..	..	0·5	0·5	..	..	0·4	0·4	..	..	..	..	..	..	..	..	0·2	0·2

*Revised figures.

APPENDIX C-IV—*contd.*

(*b*) Senior Subordinates.

***Statement of Subordinates, on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 p.m. and over if they are on the new scales of pay** (Permanent and temporary) employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on 31st March 1944 as compared with 31st March 1943.*

Item.	B. & A.		B. N.		B. B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & T.		S. I.		Total.	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1. *Administration Department*—																				
1·01. Europeans	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
1·02. Indians—																				
(*a*) Hindus—																				
Other than Depressed classes	20	20	8	7	10	10	6	8	4	3	3	4	10	13	1	2	3	5	65	72
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	2	3	1	..	..	..	..	..	6	5	..	..	..	..	9	8
(*c*) Anglo-Indians and domiciled Europeans	5	6	3	2	4	4	3	4	3	3	1	1	..	1	2	1	2	2	23	24
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	2	1
(*e*) Indian Christians	2	1	..	..	2	1	..	..	3	3	..	..	2	1	..	..	..	1	9	7
(*f*) Parsis	..	..	..	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	2	1
(*g*) Other Communities	1	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	1
(*h*) Total	28	28	11	9	19	19	10	12	12	9	4	5	20	21	3	3	5	8	112	114
1·03. Grand Total	28	28	11	9	20	19	10	12	12	9	4	5	20	21	3	3	5	8	113	114
2. *Accounts Department*—																				
2·01. Europeans	..	..	..	..	1	2	3	4	..	2	..	..	..	..	..	..	..	..	4	8
2·02. Indians—																				
(*a*) Hindus—																				
Other than Depressed classes	28	34	25	33	24	24	69	68	23	26	7	7	54	56	7	7	14	13	251	268
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	2	1	..	2	3	3	2	..	..	..	..	15	16	2	2	1	1	24	26
(*c*) Anglo-Indians and domiciled Europeans	6	4	11	11	13	14	5	4	10	9	10	10	..	1	5	3	3	2	63	58
(*d*) Sikhs	..	1	..	..	..	..	..	..	..1	..	..	..	6	7	..	..	..	..	7	8
(*e*) Indian Christians	..	..	1	1	1	2	..	..	2	1	1	1	..	..	..	..	1	2	6	7
(*f*) Parsis	..	..	..	..	5	5	..	..	..	1	2	2	..	..	..	..	..	..	7	8
(*g*) Other communities	..	..	..	..	..	1	..	..	2	1	..	..	..	..	..	..	..	..	2	2
(*h*) Total	34	41	38	45	45	49	77	74	38	39	20	20	75	80	14	12	19	18	360	377
2·03. Grand Total	34	41	38	45	46	51	80	78	38	40	20	20	75	80	14	12	19	18	364	385

*Revised figures.

(*b*) SENIOR SUBORDINATES—*contd.*

Statement of Subordinates, on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 p.m. and over if they are on the new scales of pay, (permanent and temporary) employed on Class I Railways, Railway Board and other Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on 31st March 1944 as compared with 31st March 1943—contd.

Item.	B. & A.		B. N.		B., B. & C. I.		E. I.		G. I. P.		M. & S. M		N. W.		O. & T.		S. I.		Total.	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
3. *Engineering Department*—																				
3·01. Europeans	2	1	2	2	6	6	16	12	11	8	2	2	18	15	1	1	1	1	59	48
3·02. Indians—																				
(*a*) Hindus—																				
Other than Depressed classes	55	151	59	58	97	96	*144	161	74	79	25	24	*98	94	10	10	19	19	*581	692
Depressed classes	1	1	1	1	..	..	..	..	..	..	..	..	*1	1	..	..	..	..	*3	3
(*b*) Muslims	10	24	5	5	5	3	*17	19	11	13	1	1	*52	55	3	4	..	..	104	124
(*c*) Anglo-Indians and domiciled Europeans	19	17	36	35	16	16	*74	73	47	42	13	11	28	28	11	11	15	13	*259	246
(*d*) Sikhs	2	1	3	3	1	3	4	5	7	8	..	..	*21	18	..	..	..	..	*38	38
(*e*) Indian Christians	1	3	4	4	2	2	2	4	9	10	3	4	3	2	..	..	3	3	27	32
(*f*) Parsis	..	..	..	..	17	17	..	..	11	10	2	2	..	..	..	..	..	..	30	29
(*g*) Other communities	..	..	..	..	6	5	..	..	2	2	..	..	1	1	..	..	..	..	9	8
(*h*) Total	88	197	108	106	144	142	*241	262	161	164	44	42	*204	199	24	25	37	35	*1,051	1,172
3·03. GRAND TOTAL	90	198	110	108	150	148	*257	274	172	172	46	44	*222	214	25	26	38	36	*1,110	1,220
4. *Transportation*—																				
4·01. Europeans	11	10	5	5	15	12	39	37	62	41	..	..	*66	51	4	4	1	1	*197	161
02. Indians—																				
(*a*) Hindus—																				
Orher than Depressed classes	76	91	121	125	122	124	106	117	104	127	10	7	*99	95	11	9	13	8	*662	703
Depressed classes	..	..	..	..	..	..	..	1	3	5	..	..	..	..	..	..	..	..	3	6
(*b*) Muslims	6	12	14	16	13	12	24	22	19	72	..	..	*50	44	2	2	1	1	*129	181
(*c*) Anglo-Indians and domiciled Europeans	49	55	62	67	25	24	127	133	408	326	16	20	*30	34	19	19	7	8	*743	686
(*d*) Sikhs	2	1	7	7	..	..	4	4	2	15	..	..	*13	13	..	..	..	..	*28	40
(*e*) Indian Christians	1	3	3	3	14	13	1	1	36	32	..	..	*5	5	..	1	..	..	*60	58
(*f*) Parsis	..	..	..	..	35	28	1	..	45	33	..	..	9	9	..	..	..	..	90	70
(*g*) Other communities	1	..	..	..	2	2	1	1	21	23	1	..	1	2	..	..	..	..	27	28
(*h*) Total	135	162	207	218	211	203	264	279	628	633	27	27	*207	202	32	31	21	17	1,742	1,772
4·03. GRAND TOTAL	146	172	212	223	226	215	303	316	700	674	27	27	*267	253	36	35	22	18	*1,939	1,933

Depressed classes							9	8	..	..			*4	4	..	..	..	..	*13	12
classes							77	92	29	31			*18	20	1	2	8	7	*133	152
							..	..	..	..			..	..	..	..	..	..	..	..
adians and domiciled Europeans							8	12	1	1			10	11	1	1	..	..	20	25
n-Christians							20	22	4	1			*4	3	..	..	..	..	*28	26
ais							1	..	..	..			5	5	..	..	..	..	6	5
ther communities							..	..	8	7			1	..	..	..	..	..	9	7
Total							..	..	..	..			..	..	..	..	..	..	..	..
AND TOTAL							..	1	1	1			..	.	..	..	..	..	1	2
							106	127	43	41			38	39	2	3	8	7	*197	217
Included under Transportation							115	135	43	41	Included under Transportation.		*42	43	2	3	8	7	*210	229
Engineering—																				
uropeans	35	30	21	21	79	77	121	118	42	40	31	28	72	78	8	6	4	4	413	402
ndians—																				
(a) Hindus—																				
Other than Depressed classes	64	72	68	55	70	88	*187	186	44	61	14	16	87	66	3	3	33	31	*570	578
Depressed classes	..	1	..	..	1	3	1	1	1	..	..	..	..	..	1	1	..	..	4	6
(b) Muslims	6	9	13	12	18	22	36	28	11	17	1	1	84	74	1	1	3	3	173	167
(c) Anglo-Indians and domiciled Europeans	106	117	316	342	156	171	*595	596	105	114	86	91	177	172	32	30	74	67	*1,647	1,700
(d) Sikhs	3	2	8	15	1	3	6	5	1	1	1	1	34	30	..	..	..	..	54	57
(e) Indian Christians	3	3	5	7	10	14	1	1	29	30	1	1	5	5	..	..	7	13	61	74
(f) Parsis	..	..	1	1	26	30	1	3	5	6	2	2	4	2	..	..	..	..	39	44
(g) Other Communities	4	2	1	2	22	23	6	4	3	1	..	..	6	4	..	..	..	..	42	36
(h) Total	186	203	412	434	304	354	*833	824	199	230	105	112	397	353	37	35	117	114	*2,590	2,662
6-09. GRAND TOTAL	221	236	433	455	383	431	*954	942	241	270	136	140	469	431	45	41	121	118	*3,003	3,064
7. Stores Department—																				
7·01. Europeans	1	..	..	..	1	1	..	..	3	3	1	1	2	3	..	..	1	1	9	9
7·02. Indians—																				
(a) Hindus—																				
Other than Depressed classes	14	21	15	15	12	13	*30	32	8	10	2	2	*25	27	2	2	2	3	*110	125
Depressed classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	1
(b) Muslims	1	2	..	1	1	1	3	3	..	..	..	..	*14	20	1	1	..	..	*20	28
(c) Anglo-Indians and Domiciled Europeans	3	4	14	17	4	3	*11	9	..	..	..	..	*7	5	..	..	1	1	*40	39
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	*1	1	..	..	..	..	*1	1
(e) Indian Christians	..	..	2	1	3	4	..	..	3	4	1	1	..	..	..	..	1	1	10	11
(f) Parsis	..	..	..	..	1	1	..	..	1	2	..	..	..	..	..	..	..	..	2	3
(g) Other Communities	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	1
(h) Total	19	27	31	34	22	23	*45	45	12	16	3	3	*47	53	3	3	4	5	186	209
7·03. GRAND TOTAL	20	27	31	34	23	24	*45	45	15	19	4	4	*49	56	3	3	5	6	195	218

* Revised Figures.

(*b*) Senior Subordinates—*contd.*

Statement of Subordinates, on scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 p. m. and over if they are on the new scales of pay (Permanent and temporary) employed on Class I Railways, Railway Board and other Offices (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on 31st March 1944 as compared with 31st March 1943—contd.

Item.	B. & A.		B. N.		B. B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & T.		S. I.		Total.	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
8. *Electrical*—																				
8·01. Europeans	4	4			4	4	15	17	11	10	2	2	4	4	..	..	4	4	33	45
8·02. Indians—																				
(*a*) Hindus—																				
Other than Depressed classes	30	79			19	19	46	49	55	67	13	13	24	29	..	..	13	14	200	270
Depressed classes	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	1	7	Included under Mechanical Engineering.		2	2	2	2	4	5	..	..	18	19	..	..	..	..	27	35
(*c*) Anglo-Indians and domiciled Europeans	4	6			18	13	28	23	76	83	11	11	16	14	2	2	6	4	161	156
(*d*) Sikhs	1	..			..	..	..	..	1	3	..	..	6	7	..	..	..	..	8	10
(*e*) Indian Christians	1	1			3	6	..	..	25	18	..	..	..	..	..	..	..	..	29	25
(*f*) Parsis	..	..			3	4	1	1	20	26	..	..	1	1	..	..	..	..	25	32
(*g*) Other Communities	3	2			3	4	..	..	5	15	..	..	..	..	..	..	..	..	11	21
(*h*) Total	40	95			48	48	77	75	186	217	24	24	65	70	2	2	19	18	461	549
8·03. Grand Total	44	99	..	..	52	52	92	92	197	227	26	26	69	74	2	2	23	22	505	594
9. *Other Departments*—																				
9·01. Europeans	12	10	15	12	13	11	7	7	..	1	2	2	4	3	4	4	1	..	58	50
9·02. Indians—																				
(*a*) Hindus—																				
Other than Depressed classes	35	53	39	48	24	48	*47	48	20	35	9	9	7	6	3	5	9	9	*193	261
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	12	12	3	2	5	4	7	12	7	11	..	..	18	19	1	3	..	1	53	64
(*c*) Anglo-Indians and Domiciled Europeans	13	15	47	47	5	3	*31	34	11	11	3	3	3	1	5	5	5	7	*123	126
(*d*) Sikhs	..	..	1	1	2	2	..	..	..	1	..	..	*5	5	..	..	..	..	*8	9
(*e*) Indian Christians	..	1	3	1	3	4	..	1	10	11	..	..	2	2	..	..	7	5	25	25
(*f*) Parsis	..	..	2	2	7	9	..	..	4	5	..	..	..	..	..	..	..	..	13	16
(*g*) Other Communities	..	..	1	1	..	2	..	..	..	2	..	..	..	..	1	1	..	..	2	6
(*h*) Total	60	81	96	102	46	72	85	95	52	76	12	12	*35	33	10	14	21	22	*417	507
9·03 Grand Total	73	91	111	114	59	83	92	102	52	77	14	14	*39	36	14	18	23	22	*475	557

10. *Railway Board and other Railway Offices*—																							
10·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	5
10·02. Indians—																							
(*a*) Hindus—																							
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	192	228
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	43	54
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19	18
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	17
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	7
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	277	325
10·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	282	330
11. *Collieries (B. N. Ry.)*—																							
11·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11·02. Indians—																							
(*a*) Hindus—																							
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	10
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	10
11·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	10
12. *Total*—																							
12·01. Europeans	65	55	43	40	120	113	210	203	129	105	38	35	*164	158	17	15	12	11	*†203	†740
12·02. Indians—																							
(*a*) Hindus—																							
Other than Depressed classes	322	521	335	341	378	422	*712	761	361	439	83	82	*422	406	38	40	114	109	*†2,968	†3,359
Depressed classes	1	2	1	1	1	3	2	3	4	5	..	..	*1	1	1	1	..	..	*†12	†17
(*b*) Muslims	36	68	36	36	48	50	*101	100	53	119	2	2	*267	263	11	14	5	6	*†302	†712
(*c*) Anglo-Indians and Domiciled Europeans	205	224	489	521	241	248	*894	898	664	589	140	147	*265	259	76	71	113	104	*†3,106	†3,079
(*d*) Sikhs	8	5	19	26	4	8	15	14	12	28	1	1	*93	87	..	..	..	..	*†168	†186
(*e*) Indian Christians	8	12	15	17	38	46	4	7	125	116	6	7	*18	15	..	1	19	25	*†242	†253
(*f*) Parsis	..	..	3	3	05	05	3	4	87	83	6	6	14	12	..	..	..	..	208	†203
(*g*) Other Communities	10	5	2	3	24	38	7	6	35	45	1	..	8	7	1	1	..	..	98	†105
(*h*) Total	590	837	903	948	839	910	1,738	1,793	1,341	1,424	239	245	*1,088	1,050	127	128	251	244	*†7,404	†7,914
12·03. GRAND TOTAL	655	892	946	988	959	1,023	1,948	1,996	1,470	1,529	277	280	*1,252	1,208	144	143	263	255	*†8,207	†8,654

* Provisional figures.

† Including figures of Railway Board and other Railway offices as per item 10 and collieries (B. N. Ry.) as per it

(*b*) SENIOR SUBORDINATES—*concld.*

Statement of Subordinates, on Scales of pay rising to Rs. 250 per mensem and over if they are on the old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay (Permanent and temporary), employed on Class I Railways, Railway Board and other Railway Offices (excluding Bikaner, Jodhpur, Mysore State and H.E.H. the Nizam's State Railways) on 31st March 1944 as compared with 31st March 1943—concld.

	B. & A.		B.N.		B. B. & C. I.		E. I.		G. I. P.		M. & S. M.		N. W.		O. & T.		S. I.		TOTAL.	
	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.	1943.	1944.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
12. *Increase (+) Decrease (—)*																				
13·01. Europeans	..	—10	..	—3	..	—7	..	—7	..	—24	..	—3	..	—6	..	—2	..	—1	..	—63
13.02. Indians—																				
(a) Hindus—																				
Other than Depressed classes	..	+199	..	+6	..	+44	..	+49	..	+78	..	—1	..	—16	..	+2	..	—5	..	+391
Depressed classes	..	+1	..	..	..	+2	..	+1	..	+1	..	..	..	..	..	..	..	..	..	+5
(b) Muslims	..	+32	..	..	..	+2	..	—1	..	+66	..	..	..	—4	..	+3	..	+1	..	+110
(c) Anglo Indians and domiciled Europeans	..	+19	..	+32	..	+7	..	+4	..	—75	..	+7	..	—6	..	—5	..	—9	..	—27
(d) Sikhs	..	—3	..	+7	..	+4	..	—1	..	+16	..	..	..	—6	..	..	..	..	..	+18
(e) Indian Christians	..	+4	..	—1	..	+8	..	+3	..	—9	..	+1	..	—3	..	+1	..	+6	..	+11
(f) Parsis	..	..	..	..	..	..	..	+1	..	—4	..	..	..	—2	..	..	..	..	..	—5
(g) Other Communities	..	—5	..	+1	..	+4	..	—1	..	+10	..	—1	..	—1	..	..	..	..	..	+7
(h) Total	..	+247	..	+45	..	+71	..	+55	..	+83	..	+6	..	—38	..	+1	..	—7	..	+510
3·03 GRAND TOTAL	..	+237	..	+42	..	+64	..	+48	..	+59	..	+3	..	—44	..	—1	..	—8	..	+447

14.—*Percentage of Total*—																				
14·01. Europeans	9·9	6·2	4·6	4·1	12·5	11·0	10·8	10·2	8·8	6·9	13·7	12·5	13·1	13·1	11·8	10·5	4·6	4·3	9·8	8·6
14·02. Indians—																				
(*a*) Hindus—																				
Other than Depressed classes	49·2	58·4	35·4	34·5	39·4	41·3	*36·5	38·1	24·5	28·7	29·9	20·3	*33.7	33·6	26·4	28·0	43·3	42·7	36·2	38·8
Depressed classes	0·2	0·2	0·1	0·1	0·1	0·3	0·1	0·1	0·3	0·3	..	..	*0·1	0·1	0·7	0·7	..	..	0·1	0·2
(*b*) Muslims	5·5	7·6	3·8	3·7	5·0	4·9	*5·2	5·0	3·6	7·8	0·7	0·7	*21·3	21·8	7·6	9·8	1·9	2·4	7·4	8·3
(*c*) Anglo-Indians and domiciled Europeans	31·3	25·1	51·7	52·7	25·1	24·2	*45·9	45·0	45·2	38·5	50·5	52·5	*21·2	21·4	52·8	49·6	43·0	40·8	37·7	35·3
(*d*) Sikhs	1·2	0·6	2·0	2·6	0·4	6·8	*0·7	0·7	0·8	1·8	0·4	0·4	*7·4	7·2	..	..	..	..	2·1	2·1
(*e*) Indian Christians	1·2	1·3	1·9	1·7	4·0	4·5	*0·3	0·4	8·5	7·6	2·2	2·5	*1·4	1·2	..	0·7	7·2	9·8	3·0	2·9
(*f*) Parsis	..	..	0·3	0·3	10·0	9·3	*0·2	0·2	5·9	5·4	2·2	2·1	1·1	1·0	..	..	..	..	2·5	2·3
(*g*) Other Communities	1·5	0·6	0·2	0·3	3·5	3·7	*0·3	0·3	2·4	3·0	0·4	..	*0·7	0·6	0·7	0·7	..	..	1·2	1·2

* Revised figures.

APPENDIX C-V.

(a) Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies Railways (Class I) (excluding Bikaner, Jodhpur, Mysore State and H.E.H. the Nizam's State Railways) during 1943-1944.

Departments.	No. of vacancies actually filled.	Filled by									
		Europeans.	Indians.								
			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
State-managed Railways.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	3	1	2	..	..	..	..	..	..	2
3. Engineering	32	..	24	5	1	..	2	..	..	32
4. Transportation (Traffic) and Commercial.	22	..	9	7	4	1	1	..	..	22
5. Transportation (Power) and Mechanical Engineering.	10	1	5	1	3	..	..	..	..	9
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	4	..	4	..	..	..	..	..	..	4
8. Total—										
1943-44	71	2	44	13	8	1	3	..	..	69
1942-43	50	4	28	11	2	1	3	1	..	46
9. Percentage of Europeans to number of vacancies filled—										
1943-44	2·82	..	..	..	..	..	..	..	..	..
1942-43	8·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1943-44	97·2	..	..	..	..	..	..	..	..	..
1942-43	92·0	..	..	..	..	..	..	..	..	..
Other Railways.										
Bengal Nagpur Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	1	..	1	..	..	..	..	2
3. Engineering	5	..	2	1	2	..	..	..	..	5
4. Transportation and Commercial	1	..	1	..	..	..	..	..	..	1
5. Mechanical	3	1	1	..	1	..	..	..	..	2
6. Stores	4	..	1	..	3	..	..	..	..	4
7 Other Departments	..	..	..	..	..	..	..	..	..	..
8 Total—										
1943-44	15	1	6	1	7	..	..	..	..	14
1942-43	6	..	4	1	1	..	..	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1943-44	6·67	..	..	..	..	..	..	..	..	..
1942-43	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1943-44	93·3	..	..	..	..	..	..	..	..	..
1942-43	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding Bikaner Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) during 1943-44*—contd.

Departments.	No. of vacancies actually filled.	Filled by									
			Indians.								
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Madras and Southern Mahratta Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	..	..	..	..	..	1
4. Transportation and Commercial	2	1	..	1	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1943-44	3	1	1	1	..	..	..	..	..	2
1942-43	2	..	1	..	1	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—										
1943-44	33·3	..	..	..	..	..	..	..	..	..
1942-43	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1943-44	66·7	..	..	..	..	..	..	..	..	..
1942-43	100·0	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Administration	1	..	1	..	..	..	..	..	..	1
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	3	..	3	..	..	..	..	..	..	3
4. Transportation and Commercial	3	..	2	1	..	..	..	..	..	3
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1943-44	9	..	8	1	..	..	..	..	..	9
1942-43	9	1	6	1	..	..	1	..	..	8
9. Percentage of Europeans to number of vacancies filled—										
1943-44	0·00	..	..	..	..	..	..	..	..	..
1942-43	11·1	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1943-44	100·0	..	..	..	..	..	..	..	..	..
1942-43	88·9	..	..	..	..	..	..	..	..	6

APPENDIX C-V—*contd.*

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1943 to 31st March 1944

Name of Railways, etc.	Europeans.		Hindus				Minority communities recognized for the purpose of communal representation.										Other Communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo Indians.		Sikhs.		Indian Christians		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
									(i) PERMANENT.										
I.—Railways—																			
State managed—																			
Bengal and Assam	..	..	34	45·3	..	..	36	48·0	..	..	1	1·3	2	2·7	..	..	2	2·7	75
Bombay, Baroda and Central India	..	..	222	46·6	14	2·9	158	33·2	27	5·7	2	0·4	36	7·6	7	1·5	10	2·1	476
East Indian	..	..	341	62·1	5	0·9	138	25·1	61	11·1	1	0·2	3	0·6	..	..	..	..	549
Great Indian Peninsula	..	..	287	72·8	3	0·8	63	16·0	10	2·5	4	1·0	21	5·3	5	1·3	1	0·3	394
North Western	..	..	14	21·2	..	..	44	66·7	3	4·5	4	6·1	1	1·5	..	..	..	..	66
Oudh and Tirhut	..	..	116	69·0	1	0·6	40	23·8	4	2·4	2	1·2	4	2·4	1	0·6	..	..	168
Company managed—																			
Bengal Nagpur	..	..	111	69·4	..	..	16	10·0	22	13·7	6	3·8	5	3·1	..	..	..	..	160
Madras and Southern Mahratta	..	..	2	50·0	..	..	..	..	..	..	..	..	2	50·0	..	..	..	..	4
South Indian	..	..	38	50·7	3	4·0	10	13·3	10	13·3	..	..	14	18·7	..	..	..	..	75
1.—Miscellaneous Offices—																			
Chief Mining Engineer*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Director, Railway Clearing Accounts.	..	..	18	56·2	3	9·4	8	25·0	..	..	2	6·3	1	3·1	..	..	..	..	32
TOTAL	..	..	1,183	59·2	29	1·4	513	25·7	137	6·8	22	1.1	89	4·4	13	0·7	13	0·7	1,999

* Figures not furnished.

APPENDIX C-V.—*concld.*

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1943 to 31st March 1944—concld.

Name of Railways etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other Communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
									(ii) TEMPORARY.										
I.—Railways—																			
State-managed—																			
Bengal and Assam	..	..	3,387	60·4	10	0·2	2,102	37·5	61	1·1	12	0·2	21	0·4	1	0·0	9	0·2	5,603
Bombay, Baroda and Contral India.	1	0·0	1,800	70·8	38	1·5	470	18·5	66	2·6	12	0·5	80	3·2	51	2·0	23	0·9	2,541
East Indian	..	..	3,518	74·6	75	1·6	1,009	21·4	94	2·0	3	0·1	15	0·3	1	0·0	..	..	4,715
Great Indian Peninsula	1	0·1	1,550	74·7	30	1·4	190	9·1	41	2·0	8	0·4	232	11·2	17	0·8	7	0·3	2,076
North Western	..	..	999	34·8	1	0.0	1,536	53·5	14	0·5	309	10.8	13	0·4	..	..	..	..	2,872
Oudh and Tirhut	..	..	269	68·3	..	..	115	29·2	3	0·8	1	0·2	5	1·3	..	..	1	0·2	394
Company managed—																			
Bengal Nagpur	1	0·0	2,181	80·3	5	0·2	294	10·8	172	6·4	20	0·7	42	1·6	..	..	..	..	2,715
Madras and Southern Mahratta	..	..	1,355	76·1	41	2·3	147	8·2	92	5·2	..	..	137	7·7	1	0·1	8	0·4	1,781
South Indian	..	..	940	79·4	9	0·7	60	5·1	54	4·6	..	..	121	10·2	..	..	..	..	1,184
II.—Miscellaneous Offices—																			
Chief Mining Engineer*	..	..																	
Director, Railway Clearing Accounts.	..	..	294	68·4	5	1·2	110	25·6	..	..	17	3·9	4	0·9	..	..	..	..	430
TOTAL	3	0·0	16,303	67·0	214	0·9	6,033	24·8	597	2·4	382	1.6	670	2·8	71	0·3	48	0·2	24,311
GRAND TOTAL (Both permanent and temporary)	3	0·0	17,476	66·4	243	0·9	6,546	24·9	734	2·8	404	1·6	759	2·9	84	0·3	61	0·2	26,310

* Figures not furnished.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occured during 1943-44 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	References to classes of accidents appearing in 1940-41 Report.
1	2	3	4	5	6	7
I.—*Accidents to trains*—						
Collisions—						Appendix D (*iii*) Col. 239.
Passenger trains . . .	32	31	36	58	59	Items 1 to 3.
Other trains and light engines	195	232	204	313	364	,, 4 to 6.
Derailments—						
Passenger trains . . .	198	181	221	309	343	,, 7 (*a*) & 7 (*b*).
Other trains . . .	4,725	5,420	6,601	7,447	7,911	,, 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock.*						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes . .	76	86	124	140	248	Item 9 (*a*) (1).
(2) machinery springs, etc. .	383	413	599	681	808	,, 9 (*a*) (2).
Failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes . .	361	292	359	375	442	,, 9 (*b*) (1).
(2) other causes . . .	1,364	1,338	1,614	1,973	2,957	,, 9 (*b*) (2).
Failure of tyres and wheels .	13	30	25	34	71	,, 9 (*c*) & 9 (*d*).
ditto axles	49	64	770	724	87	,, 9 (*e*).
ditto brake apparatus . .	13	14	17	45	25	,, 9 (*f*).
ditto couplings and draft gear	1,889	2,082	2,417	2,619	2,608	,, 9 (*g*).
Other rolling stock failures . .	981	1,042	351	325	352	,, 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	279	178	198	179	168	,, 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	1	5	6	9	6	,, 10 (*b*).
Flooding of portions of permanent way.	86	63	138	153	207	,, 10 (*c*).
Slips in cuttings or embankments	56	206	333	149	82	,, 10 (*d*).
IV.—*Fires*—						
Fire in trains	159	194	206	361	297	,, 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	38	51	32	193	76	,, 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line.	8,726	7,743	7,281	5,160	4,730	,, 12 (*b*).
Trains-wrecking . . .	7	11	7	86	7	,, 12 (*c*).
Attempted train-wrecking . .	85	79	85	535	83	,, 12 (*d*).
Trains running into road traffic at level crossings.	107	105	121	129	130	,, 12 (*e*).
Trains running over obstructions not covered by circumstances mentioned in previous subdivisions.	248	201	168	285	139	,, 12 (*f*).
Miscellaneous . .	216	224	278	372	405	,, 12 (*g*) + 12 (*a*).
Total	20,287	20,285	22,191	22,654	22,605	Total.

APPENDIX D (*i*)—*concld.*

Summary of accidents and casualties reported by railways open for traffic in India as having occured during 1943-44 and the preceding four years—contd.

[Summary of Appendices D (*ii*) to D (*vi*)]—*concld.*

Class of accident.	1939-40.		1940-41.		1941-42.		1942-43.		1943-44.		References to cols. of the Report for 1940-41.
1	2		3		4		5		6		7
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED.											
A.—*In accidents caused by the movement of railway vehicles., exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	183	1,132	244	1,091	329	1,244	342	1,321	539	2,101	Total (*a*) Col. 30.
Railway servants	152	3,871	192	4,364	202	5,294	245	5,696	293	6,276	,, (*b*) Col. 54.
Other persons	3,069	908	3,148	954	3,140	937	2,706	935	3,232	1,293	,, (*c*) Col. 54.
Total	3,404	5,911	3,584	6,409	3,671	7,475	3,293	7,952	4,064	9,670	,, (*d*) Col. 54.
B.—*In accidents to trains, rolling-stock and permament-way*—											Appendix D. (*iii*).
Passengers	44	134	62	142	14	146	73	450	170	493	Col. 242—(Total).
Railway servants	13	93	14	141	18	124	42	287	33	163	,, 244— ,,
Other persons	39	73	27	53	28	109	39	76	32	132	,, 246— ,,
Total	96	300	103	336	60	379	154	813	235	788	,, 248—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*)
Passengers	2	32	2	86	3	38	1	51	..	33	Col. 275 & 276 (Total.)
Railway servants	13	11,918	37	12,868	27	14,009	33	14,331	43	15,848	,, 277 & 278— ,,
Other persons	22	121	26	134	22	250	26	292	31	171	,, 279 & 280 ,,
TOTAL	37	12,071	65	13,088	52	14,297	60	14,674	74	16,052	,, 281 & 282—(Total).
TOTAL PASSENGERS	229	1,298	308	1,319	346	1,428	416	1,822	709	2,627	A+B+C above.
TOTAL RAILWAY SERVANTS	178	15,882	243	17,373	247	19,427	320	20,314	369	22,287	
TOTAL OTHER PERSONS	3,130	1,102	3,201	1,141	3,190	1,296	2,771	1,303	3,295	1,596	
GRAND TOTAL..	3,537	18,282	3,752	19,833	3,783	22,151	3,507	23,439	4,373	26,510	

*Number of persons killed or injured in Railway Workshops, etc., in 1943-44 not included in the above summary.

	Railway Servants.	Other Persons.	Total.
Killed	.. 15	2	17
Injured	12,313	14	12,327

Appendix D (*vi*). Totals (*b*), (*c*) & (*d*) (Col. 326)

APPEN

Number of persons killed or injured during the year 1943-44 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying as

CLASS I

Class of accident.	Nature of Injury.	Bengal and Assam.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	East Indian.	Great Indian Peninsula.	Jodhpur
8	9	10	11	12	13	14	15	16
(*a*) PASSENGERS.								
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.								
1. Falling between trains and platforms	Killed	12	..	..	..	28	9	..
	Injured	12	10	..	4	39	10	..
2. Falling on to the platforms, ballast, etc. when getting into or out of trains.	Killed	14	4	1	3	..	4	..
	Injured	27	32	1	110	23	89	..
3. Crossing the line at stations	Killed	3	..	..	4	2	5	..
	Injured	1	..	..	2	1	6	..
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..
	Injured	4	..	..	33	..	2	..
5. Falling or jumping out of carriages during the running of trains.	Killed	27	26	1	35	30	37	1
	Injured	74	115	5	218	101	202	2
6. Other accidents	Killed	4	2	..	3	16	12	..
	Injured	14	35	3	44	29	93	..
TOTAL (*a*)	Killed	60	32	2	45	76	67	1
	Injured	132	192	9	411	193	402	2
(*b*) RAILWAY SERVANTS.								
(*i*) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.								
1. Coupling or uncoupling vehicles	Killed	5	2	..	1	1	1	..
	Injured	13	167	..	111	118	375	7
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc. standing on adjacent lines.	Killed	2	..	..	...	..	..	..
	Injured	..	2	2	2	1	7	..
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	..	..
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed	..	..	..	..	1	..	..
	Injured	1	9	1	7	6	60	..
5. Braking, spragging or choking wheels	Killed	..	..	..	..	2	..	..
	Injured	1	27	..	14	4	114	1
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..
	Injured	..	2	..	..	..	2	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	1	1	3	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	9	1	..	4	9	2	..
	Injured	7	25	..	9	29	278	..
TOTAL (*i*)	Killed	16	3	..	5	13	3	..
	Injured	22	232	3	144	160	839	8

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways		Serial No. of Class of Accidents See Col. 8
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western	Oudh and Tirhut.	South Indian	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.* (Cols. 23, 25 and 27.)	1943-44. (Cols. 24, 26 and 28).	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
5	..	..	17	..	..	*50*	71	..	..	..	..	*50*	71	*1*
14	..	..	22	2	4	*70*	117	..	..	..	..	*70*	117	
..	..	..	35	7	1	*45*	69	..	..	..	..	*45*	69	*2*
8	1	4	81	6	1	*250*	383	*1*	3	..	4	*251*	390	
1	..	..	8	..	..	*17*	23	..	..	..	..	*17*	23	*3*
1	1	..	2	1	..	*16*	15	..	1	..	..	*16*	16	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	*4*
..	..	..	3	4	3	*43*	49	*1*	..	..	..	*44*	49	
7	3	3	103	19	12	*187*	304	*2*	..	*2*	1	*191*	305	*5*
61	12	10	160	155	61	*739*	1,176	*18*	32	*16*	32	*773*	1,240	
..	..	..	30	..	3	*39*	70	..	1	..	..	*39*	71	*6*
11	5	2	30	5	9	*167*	280	..	1	..	8	*167*	289	
13	3	3	193	26	16	*338*	537	*2*	1	*2*	1	*342*	539	Total (*a*).
95	19	16	298	173	78	*1,285*	2,020	*20*	37	*16*	44	*1,321*	2,101	
..	..	..	3	..	..	*4*	13	..	..	..	..	*4*	13	*1*
77	2	17	267	2	69	*1,315*	1,225	*3*	6	*5*	6	*1,323*	1,237	
..	..	..	..	1	..	..	3	*1*	1	..	..	*1*	4	*2*
1	..	..	9	..	1	*15*	25	*2*	..	..	..	*17*	25	
..	..	..	..	..	1	*1*	1	*1*	..	..	..	*2*	1	*3*
2	..	..	4	1	5	*20*	13	*1*	..	..	..	*21*	13	
1	..	..	..	1	..	*2*	3	..	1	..	..	*2*	4	*4*
1	..	1	51	1	..	*148*	138	..	..	..	..	*148*	138	
..	..	..	1	..	..	..	3	..	..	..	..	..	3	*5*
17	..	..	12	..	18	*183*	208	*1*	1	*1*	1	*185*	210	
..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	..	*6*
1	..	..	27	..	..	*54*	32	..	1	..	..	*54*	33	
..	..	..	..	..	..	..	..	..	1	..	..	..	1	*7*
..	..	..	7	..	..	*16*	12	..	..	..	..	*16*	12	
1	..	..	1	..	..	*24*	27	*1*	..	..	..	*25*	27	*8*
32	2	12	37	..	45	*499*	476	..	..	*2*	1	*501*	477	
2	..	..	5	2	1	*32*	50	*3*	3	—	—	*35*	53	Total (*i*)
131	4	30	414	4	138	*2,250*	2,129	*7*	8		8		2,145	

APPEN

Number of persons killed or injured during the year 1943-44 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I					
		Bengal and Assam.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39
(*B*) RAILWAY SERVANTS—*concld.*							
(*ii*) OTHER ACCIDENTS.							
9. Falling off engines, etc., during the running of trains	Killed	1	..	..	..	..	1
	Injured	4	7	..	7	16	50
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..
	Injured	1	4	..	3	3	3
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	4	5	1
	Injured	1	13	..	8	52	137
12. Attending to or failure of, machinery, etc., of engine in steam.	Killed	..	..	..	..	..	..
	Injured	19	3	..	101	145	1,476
13. Working on the permanent-way, sidings, etc.	Killed	2	4	..	..	3	..
	Injured	1	3	..	4	11	1
14. Attending to gates, at level-crossings	Killed	1	..	..	..	..	..
	Injured	2	..	..	1	..	..
15. Walking, crossing, or standing on the line on duty	Killed	13	2	..	18	35	39
	Injured	5	5	..	13	21	59
16. Being caught between vehicles	Killed	..	..	..	..	..	..
	Injured	..	..	..	4	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	2	4	..
	Injured	..	..	..	1	8	11
18. Walking, etc., on the line on the way home or to work	Killed	3	3	..	1	8	1
	Injured	2	2	..	..	2	1
1. Miscellaneous	Killed	20	6	...	3	8	1
	Injured	69	93	...	18	206	521
TOTAL (*ii*)	Killed	40	15	..	28	63	43
	Injured	104	130	..	160	465	2,259
TOTAL RAILWAY SERVANTS (*b*)=[(*i*)+(*ii*)]	Killed	56	18	..	33	76	46
	Injured	126	362	3	304	625	3,098
(*c*) OTHER PERSONS.							
1. Passing over the railway at level crossings	Killed	7	..	..	..	..	3
	Injured	6	..	..	..	2	1
2. Trespassing on the line	Killed	545	370	1	179	507	224
	Injured	198	168	1	100	326	112
3. Suicides	Killed	107	44	..	16	102	15
	Injured	1	6	..	..	1	..
4. Miscellaneous	Killed	9	25	1	4	13	1
	Injured	16	19	1	..	15	..
TOTAL OTHER PERSONS (*c*)	Killed	668	439	2	199	622	243
	Injured	221	193	2	100	344	113
(*d*) GRAND TOTAL=(*a*)+(*b*)+(*c*)	Killed	784	489	4	277	774	356
	Injured	479	747	14	815	1,162	3,613

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents includied in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.							Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. o Class of accidents (see Col. 32).	
Jodh-pur.	Madras and Southern Mah-ratta.	Mysore State.	Nizam's State.	North Western.	Oudh and Tirhut.	South Indian.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	1942-43. (Cols. 47, 49 & 51.	1943-44 (Cols. 48 50 & 52.		
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	
..	..	..	..	..	..	..	*7*	2	*1*	1	..	..	*8*	3	9	
..	1	..	2	27	..	3	*156*	117	*5*	12	..	..	*161*	129		
..	..	..	..	..	..	..	*3*	..	..	..	..	..	*3*	..	10	
..	..	..	..	4	..	..	*23*	18	..	4	..	1	*23*	23		
..	..	..	..	4	..	..	*10*	14	*1*	2	*1*	..	*12*	16	11	
..	2	..	4	72	1	..	*239*	290	*2*	2	*1*	..	*242*	292		
..	..	..	..	1	..	..	..	1	..	..	..	..	..	1	12	
1	..	..	..	243	1	57	*1,470*	2,046	..	1	..	..	*1,470*	2,047		
..	..	..	..	2	..	..	*11*	11	..	..	..	1	*11*	12	13	
1	3	..	..	63	2	..	*41*	89	*1*	..	..	..	*42*	89		
..	1	..	..	1	..	..	*5*	3	..	..	..	..	*5*	3	14	
..	..	..	..	7	..	..	*15*	10	..	..	..	..	*15*	10		
..	8	..	2	13	..	..	*106*	130	..	..	..	..	*106*	130	15	
..	3	..	1	14	..	9	*120*	130	..	..	..	1	*120*	131		
..	..	..	..	2	..	..	*7*	2	..	..	..	..	*7*	2	16	
..	..	..	..	2	..	..	*7*	7	..	3	..	1	*7*	11		
..	..	1	..	..	..	..	*3*	7	*2*	..	..	..	*5*	7	17	
..	..	1	..	2	1	..	*10*	24	..	..	..	..	*10*	24		
..	..	..	2	6	..	..	*14*	24	..	..	..	..	*14*	24	18	
..	1	..	..	15	2	..	*29*	25	..	1	..	..	*29*	26		
..	1	..	1	2	..	..	*35*	42	*2*	..	*2*	..	*39*	42	19	
..	190	2	13	216	2	13	*1,306*	1,343	*2*	4	*4*	2	*1,312*	1,349		
..	10	1	5	31	..	..	*201*	236	*6*	3	*3*	1	*210*	240	Total. (*ii*).	
2	200	3	20	665	9	82	*3,416*	4,099	*10*	27	*5*	5	*3,431*	*4,131*		
..	12	1	5	36	2	1	*233*	286	*9*	6	*3*	1	*245*	293	Total (*b*).	
10	331	7	50	1,079	13	220	*5,666*	6,228	*17*	35	*13*	13	*5,696*	6,276		
..	..	..	..	5	3	2	*13*	20	..	1	..	..	*13*	21	1	
..	..	..	..	2	1	..	*5*	12	..	..	..	..	*5*	12		
6	158	6	25	256	258	154	*2,217*	2,689	*30*	25	*12*	14	*2,259*	2,728	2	
6	87	5	9	65	102	22	*810*	1,151	*30*	14	*12*	26	*852*	1,191		
..	28	1	4	33	20	29	*374*	399	*3*	4	*5*	6	*382*	409	3	
..	2	..	..	1	..	..	*15*	11	..	..	..	..	*15*	11		
..	..	2	1	6	2	4	*48*	68	..	3	*4*	3	*52*	74	4	
..	4	..	1	3	6	..	*51*	65	*8*	9	*4*	5	*63*	79		
6	186	9	30	300	283	189	*2,652*	3,176	*33*	33	*21*	23	*2,706*	3,232	Total (*c*).	
6	43	5	10	71	109	22	*881*	1,239	*38*	23	*16*	31	*935*	1,293		
7	211	13	38	529	311	206	*3,223*	3,999	*44*	40	*26*	25	*3,293*	4,064	Grand Total.	
18	469	31	76	1,448	295	320	*7,832*	9,487	*75*	95	*45*	88	*7,952*	9,670		

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Reference to classes of accidents appearing in th 1940-41 Report.	Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors	Total.	Nature of Injury.	Passengers	Railway Servants.	Other Persons.	Total (Cols. 61, 62 & 63).
			CLASSI						
			BENGAL and ASSAM.						
	56	57	58	59	60	61	62	63	64
(1-3)	1. Collisions in which passenger trains were concerned.	11	1	11	Killed	..	4	..	4
					Injured	14	9	3	26
(4-6)	2. Other Collisions	4	..	5	Killed	..	..	..	..
					Injured	..	2	1	3
(7a & b)	3. Derailments of passenger trains	17	1	17	Killed	..	1	..	1
					Injured	1	..	..	1
(8a & b)	4. Other derailments	10	..	52	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.								
(9a&c to h	(a) Faulty design or material	3	..	282	Killed	..	..	..	..
					Injured	..	..	..	..
9b(1&2)	(b) Faulty workmanship or operation by running staff.	..	..	349	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.			..					
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	8	Killed	..	..	..	..
					Injured	..	..	..	..
10c & d)	(b) Flooding of P. way, slips in cuttings or embankments.	5	..	7	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires.								
	(a) In trains	8	..	10	Killed	1	..	..	1
					Injured	5	..	..	5
	(b) At stations or involving injury to bridges or viaducts.	2	..	22	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents.								
(c)	(i) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking	4	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	149	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	13	..	16	Killed	..	..	8	8
					Injured	..	..	31	31
(a, f & g)	(v) Miscellaneous	10	..	28	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	87	2	960	Killed	1	5	8	14
					Injured	20	11	35	66

DIX D (*iii*)

-stock, permanent-way, etc., during the year 1943-44 on all railways open for trafic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS —*contd.*

BENGAL NAGPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways. Act No. IX of 1890. 65	Accidents enquired into by the Govt. Inspectors. 66	Total. 67	Nature of Injury. 68	Passengers. 69	Railway Servants. 70	Other Persons. 71	Total (Cols. 69, 70 and 71). 72	Class of accident. 73
2	1	3	Killed	15	..	..	15	1.
			Injured	43	8	..	51	
..	..	45	Killed	..	..	..	..	2.
			Injured	..	10	..	10	
..	..	4	Killed	..	..	..	..	3.
			Injured	..	..	..	..	
..	..	128	Killed	..	..	..	..	4.
			Injured	..	2	..	2	
..	..	258	Killed	..	..	..	..	5. (*a*)
			Injured	..	6	..	6	
..	..	188	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..	
1	..	21	Killed	..	..	..	..	6. (*a*)
			Injured	..	..	..	..	
2	..	5	Killed	..	3	..	3	(*b*)
			Injured	..	..	..	..	
1	..	6	Killed	..	..	..	..	7. (*a*)
			Injured	..	..	..	..	
..	...	1	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	8. (*i*)
			Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..	
..	..	47	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..	
..	..	19	Killed	..	..	4	4	(*iv*)
			Injured	..	1	28	29	
..	..	86	Killed	..	..	..	..	(*v*)
			Injured	..	..	..	..	
6	1	815	Killed	15	3	4	22	Total.
			Injured	43	27	28	98	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Bikaner State.							
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors	Total.	Nature of Injury.	Passengers	Railway Servants.	Other Persons.	Total (Cols. 79, 80 and 81).
	74	75	76	77	78	79	80	81	82
(1-3)	1. Collisions in which passenger trains were concerned.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(4-6)	2. Other Collisions	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(7*a* & *b*)	3. Derailments of passenger trains	5	..	5	Killed	..	..	..	..
					Injured	..	..	..	..
(8*a* & *b*)	4. Other derailments	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.								
(9*a*&*c*to*h*)	(*a*) Faulty design or materil	..	..	11	Killed	..	..	..	..
					Injured	..	..	..	..
9*b* (1&2)	(*b*) Faulty workmanship or operation by running staff.	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
(10*c* & *d*)	(*b*) Flooding of P. way, slips in cuttings or embankments.	2	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires.								
	(*a*) In trains	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents.								
(*c*)	(*i*) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*d*)	(*ii*) Attempted train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	9	Killed	..	..	..	..
					Injured	..	..	..	..
(*e*)	(*iv*) Trains running into road traffic at level crossings.	1	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(*a*),*f* & *g*)	(*v*) Miscellaneous	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	8	..	38	Killed	..	..	..	..
					Injured	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1943-44 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Bombay, Baroda and Central India.								East Indian.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Ry. Servants.	Other Persons.	Total (Cols. 87, 88 and 89.)	Accidents reported to Local Governments under section Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 95, 96 and 97.)	Class of accident.
83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99
..	..	1	Killed	..	..	..	..	1	1	9	Killed	..	7	..	7	1.
			Injured	1	..	..	1				Injured	26	14	3	43	
..	..	23	Killed	..	..	..	..	1	..	41	Killed	..	2	..	2	2.
			Injured	..	..	..	..				Injured	..	15	..	15	
..	..	..	Killed	..	..	..	..	..	..	14	Killed	..	..	..	..	3.
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	917	Killed	..	..	..	..	..	..	3,150	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	..	2	2	
..	..	389	Killed	..	..	..	..		..	1,046	Killed	..	..	..	..	5. (*a*)
			Injured	..	..	..	..				Injured	..	1	..	1	
..	..	190	Killed	..	..	..	..	..	..	699	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	16	Killed	..	..	..	..	6. (*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1	Killed	..	..	..	..	3	..	7	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	1	18	Killed	*7	..	..	7	..	..	23	Killed	..	..	..	..	7. (*a*)
			Injured	..	..	..	..				Injured	2	..	..	2	
..	..	9	Killed	..	..	..	..	..	..	17	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	8. (*i*)
			Injured	..	..	..	..				Injured	..	..	..	..	
22	..	22	Killed	..	..	..	..	11	..	11	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	501	Killed	..	..	..	..	..	..	532	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	5	..	11	Killed	..	..	4	4	(*iv*)
			Injured	..	1	3	4				Injured	..	..	30	30	
..	..	15	Killed	..	..	..	..	23	..	135	Killed	..	..	..	..	(*v*)
			Injured	..	..	..	..				Injured	..	..	..	..	
22	1	2,090	Killed	7	..	..	7	44	1	5,711	Killed	..	9	4	13	Total
			Injured	1	1	3	5				Injured	28	30	35	93	

* Found dead due to suffocation.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Great Indian Peninsula.						
			Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other Persons.	Total (Cols. 105, 106 and 107.)
	100	101	102	103	104	105	106	107	108
(1-3)	1. Collisions in which passenger trains were concerned.	6	1	19	Killed	74	2	..	76
					Injured	201	5	..	206
(4-6)	2. Other Collisions	1	1	221	Killed	..	3	..	3
					Injured	..	27	..	27
(7a & b)	3. Derailments of passenger trains	1	..	19	Killed	..	..	..	..
					Injured	7	..	..	7
(8a & b)	4. Other derailments	1	..	861	Killed	..	1	..	1
					Injured	..	2	..	2
	5. Accidents due to failures of engines or rolling stock.								
(9a&c to h)	(a) Faulty design material	1	..	896	Killed	..	..	..	..
					Injured	2	2	..	4
9(b)(1&2)	(b) Faulty workmanship or operation by running staff.	..	..	*956	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	57	Killed	..	..	..	..
					Injured	..	..	..	..
(10c&d)	(b) Flooding of P. way, slips in cuttings or embankments.	..	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires.								
	(a) In trains	2	1	144	Killed	5	..	..	5
					Injured	8	..	..	8
	(b) At stations or involving injury to bridges or viaducts.	..	..	6	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents.								
(c)	(i) Train wrecking	..	..	1	Killed	..	..	..	..
					Injured	..	..	2	2
(d)	(ii) Attempted train wrecking	..	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	1,249	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	7	..	9	Killed	..	..	9	9
					Injured	..	..	8	8
(a, f & g)	(v) Miscellaneous	1	..	50	Killed	..	1	..	1
					Injured	..	1	..	1
	Total	20	3	4,494	Killed	79	7	9	95
					Injured	218	37	10	265

* Includes 321 Electric Multiple Units failures on Suburban Services.

DIX (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1943-44 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Jodhpur.								Madras and Southern Mahratta.								
Accidents reported to the Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 109	Accidents enquired into by the Govt. Inspectors. 110	Total 111	Nature of Injury. 112	Passengers. 113	Railway Servants. 114	Other Persons. 115	Total. (Cols. 113, 114 and 115). 116	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 117	Accidents enquired into by the Govt. Inspectors. 118	Total. 119	Nature of injury. 120	Passengers. 121	Railway Servants. 122	Other Persons. 123	Total (Cols. 121, 122 and 123.) 124	Class of accidents. 125
..	..	..	Killed	..	..	..	..	4	..	5	Killed	..	..	..	..	1.
			Injured	..	..	..	..				Injured	3	1	..	4	
..	..	1	Killed	..	..	..	..	2	..	10	Killed	..	..	..	..	2.
			Injured	..	..	..	..				Injured	..	6	..	6	
1	..	1	Killed	..	..	..	..	11	1	11	Killed	22	..	..	22	3.
			Injured	..	..	..	..				Injured	71	4	..	75	
..	..	8	Killed	..	..	..	..	5	..	443	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	5	..	5	
..	..	50	Killed	..	..	..	..	5	..	140	Killed	..	..	..	..	5. (*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	30	Killed	..	..	..	..	..	..	174	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	25	Killed	..	..	..	..	6.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
12	..	12	Killed	..	..	..	..	13	..	14	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	5	Killed	..	..	..	..	..	..	56	Killed	..	..	..	..	7.
			Injured	..	..	..	..				Injured	..	1	..	1	(*a*)
..	..	..	Killed	..	..	..	..	1	..	1	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	2	..	2	Killed	..	1	..	1	8.
			Injured	..	..	..	..				Injured	..	4	..	4	(*i*)
..	..	..	Killed	..	..	..	..	11	..	11	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	8	Killed	..	..	..	..	..	..	425	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	2	Killed	..	..	..	..	5	..	8	Killed	..	..	2	2	(*iv*)
			Injured	..	..	..	..				Injured	..	..	8	8	
..	..	3	Killed	..	..	..	..	10	..	41	Killed	..	..	..	..	(*v*)
			Injured	..	..	..	..				Injured	..	2	..	2	
13	..	120	Killed	..	..	..	..	69	1	1,366	Killed	22	1	2	25	Total.
			Injured	..	..	..	..				Injured	74	23	8	105	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Mysore State. Accidents reported to Local Governments under section 83 of Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other Persons.	Total (Cols. 131, 132 and 133.)
	126	127	128	129	130	131	132	133	134
(1-3)	1. Collisions in which passenger trains were concerned.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(4-6)	2. Other Collisions	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(7*a* & *b*)	3. Derailments of passenger trains	1	..	5	Killed	7	..	..	7
					Injured	8	..	..	8
(8*a* & *b*)	4. Other derailments	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.								
(9*a*&c to *h*)	(*a*) Faulty design or material	4	..	217	Killed	..	..	..	..
					Injured	..	..	..	..
(9*b*)(1&2)	(*b*) Faulty workmanship or operation by running staff.	..	..	13	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
(10*c* & *d*)	(*b*) Flooding of P. way, slips in cuttings or embankments.	..	..	4	Killed	..	..		..
					Injured	..	..	..	..
(11)	7. Fires—								
	(*a*) In trains	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents.								
(*c*)	(*i*) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*d*)	(*ii*) Attempted train wrecking	..	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	95	Killed	..	..	..	..
					Injured	..	..	..	..
(*e*)	(*iv*) Trains running into road traffic at level crossings.	1	..	1	Killed	..	..	1	1
					Injured	..	..	..	..
(*a*, *f* & *g*)	(*v*) Miscellaneous	..	..	9	Killed	..	..	..	..
					Injured	..	1	..	1
	Total	6	..	353	Killed	7	..	1	8
					Injured	8	1	..	9

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1943-44 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Nizam's State.								North Western.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols 139, 140 and 141.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired in to by the Govt. Inspectors	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 147, 148 and 149.)	Class of accidents.
135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151
..	..	..	Killed	..	..	..	..	3	2	4	Killed	..	2	..	2	1.
			Injured	..	..	..	..				Injured	1	1	..	2	
..	..	..	Killed	..	..	..	..				Killed	..	1	..	1	2.
			Injured	..	..	..	..	2	..	6	Injured	..	9	..	9	
1	..	1	Killed	..	..	..	..	36	..	45	Killed	..	..	..	..	3.
			Injured	..	..	..	..				Injured	..	2	..	2	
..	..	11	Killed	..	..	..	..	2	1	1,988	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	148	Killed	..	..	..	..	..	..	174	Killed	..	..	..	..	5.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
..	..	31	Killed	..	..	..	..	..	..	*591	Killed	..	..	..	..	
			Injured	..	..	..	..				Injured	..	..	..	..	(*b*)
..	..	..	Killed	..	..	..	..	..	..	17	Killed	..	..	..	..	6.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
2	..	2	Killed	..	..	..	..	5	..	108	Killed	..	..	..	..	
			Injured	..	..	..	..				Injured	..	..	..	..	(*b*)
1	..	1	Killed	..	..	..	..	4	..	16	Killed	..	..	..	..	7.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
..	..	2	Killed	..	..	..	..	..	..	3	Killed	..	..	..	..	
			Injured	..	..	..	..				Injured	..	..	..	..	(*b*)
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	8.
			Injured	..	..	..	..				Injured	..	..	..	..	(*i*)
2	..	2	Killed	..	..	..	..	2	..	2	Killed	..	..	..	..	
			Injured	..	..	..	..				Injured	..	..	..	..	(*ii*)
..	..	165	Killed	..	..	..	..	..	..	475	Killed	..	..	..	..	
			Injured	..	..	..	..				Injured	..	..	..	..	(*iii*)
4	..	4	Killed	..	..	..	..	9	..	12	Killed	..	1	2	3	
			Injured	..	..	..	..				Injured	..	..	9	9	(*iv*)
..	..	11	Killed	..	..	..	..	5	..	21	Killed	..	..	2	2	
			Injured	..	..	..	..				Injured	..	3	2	5	(*v*)
10	..	378	Killed	..	..	..	..	68	3	3,462	Killed	..	4	4	8	Total
			Injured	..	..	..	..				Injured	1	15	11	27	

*Includes 2 failures of Steam Coaches and 6 with Diesel Rail Cars.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	CLASS I — Oudh and Tirhut. Accidents reported to Local Governments under Section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other persons.	Total (Cols. 157, 158 and 159).
	152	153	154	155	156	157	158	159	160
(1—3)	1. Collisions in which passenger trains were concerned.	..	1	2	Killed	..	..	..	..
					Injured	..	..	..	..
(4—6)	2. Other Collisions	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(7*a* & *b*)	3. Derailments of passenger trains	..	..	4	Killed	..	..	..	..
					Injured	..	2	..	2
(8*a* & *b*)	4. Other derailments	..	..	5	Killed	..	..	..	..
					Injured	2	..	..	2
	5. Accidents due to failures of engines or rolling stock—								
(9*a* & *c* to *h*)	(*a*) Faulty design or material	..	..	15	Killed	..	..	..	..
					Injured	..	..	..	..
(9(*b*)(1&2))	(*b*) Faulty workmanship or operatio by running staff.	..	..	38	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(10*c* & *d*)	(*b*) Flooding of P. way, slips in cuttings or embankments.	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires.								
	(*a*) In trains	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(*c*)	(*i*) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*d*)	(*ii*) Attempted train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*b*)	(*iii*) Trains running over cattle on the line	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(*e*)	(*iv*) Trains running into road traffic at level crossings.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(*a*, *f* & *g*)	(*v*) Miscellaneous	..	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	..	1	77	Killed	..	..	..	..
					Injured	2	2	..	4

DLXD (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1943-44 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*

South Indian.								Total.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 161	Accidents enquired into by the Govt. Inspectors. 162	Total. 163	Nature of Injury. 164	Passengers. 165	Railway Servants. 166	Other persons. 167	Total. (Cols. 165, 166 and 167.) 168	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 169	Accidents enquired into by the Govt. Inspectors. 170	Total. 171	Nature of Injury. 172	Passengers. 173	Railway Servants. 174	Other Persons. 175	Total (Cols. 173, 174 and 175.) 176	Class of accidents. 177
..	..	..	Killed	..	..	..	..	27	7	54	Killed	89	15	..	104	1.
			Injured	..	..	..	..				Injured	289	38	6	333	
1	..	1	Killed	..	..	..	..	11	1	353	Killed	..	6	..	6	2.
			Injured	..	..	..	..				Injured	..	69	1	70	
4	1	4	Killed	39	3	..	42	77	3	130	Killed	68	4	..	72	3.
			Injured	96	5	..	101				Injured	183	13	..	196	
8	..	8	Killed	..	..	..	..	26	1	7,575	Killed	..	1	..	1	4.
			Injured	..	..	..	..				Injured	2	9	2	13	
91	..	453	Killed	..	..	..	..	104	..	4,079	Killed	..	..	..	..	5.
			Injured	..	..	..	..				Injured	2	9	..	11	(*a*)
..	..	35	Killed	..	..	..	..	...	..	3,298	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
10	..	10	Killed	..	..	..	..	11	..	164	Killed	..	..	..	..	6.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
51	..	56	Killed	..	..	..	..	95	..	225	Killed	..	3	..	3	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	1	Killed	..	..	..	..	17	2	282	Killed	13	..	..	13	7.
			Injured	..	..	..	..				Injured	15	1	..	16	(*a*)
1	..	9	Killed	..	..	..	..	4	..	71	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
...	..	..	Killed	..	..	..	..	2	..	3	Killed	..	1	..	1	8.
			Injured	..	..	..	..				Injured	..	4	2	6	(*i*)
13	..	13	Killed	..	..	..	..	65	..	75	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	841	Killed	...	..	..	..	..	..	4,498	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	...	..	..	..	
5	..	5	Killed	..	..	..	..	50	..	92	Killed	..	1	30	31	(*iv*)
			Injured	..	..	..	..				Injured	..	2	117	119	
22	..	50	Killed	..	..	..	..	71	..	451	Killed	..	1	2	3	(*v*)
			Injured	..	2	..	2				Injured	..	9	2	11	
207	1	1486	Killed	39	3	..	42	560	14	21350	Killed	170	33	32	234	Total.
			Injured	96	7	..	103				Injured	491	154	130	775	

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS II

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Barsi Light.			Bhavnagar State.			Darjeeling Himalayan.		
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors	Total.
	178	179	180	181	182	183	184	185	186	187
(1-3)	1. Collisions in which passenger trains were concerned.	..	..	..	..	..	..	..	..	..
(4-6)	2. Other Collisions . . .	..	..	..	..	..	..	..	..	2
(7*a* & *b*)	3. Derailments of passenger trains .	..	..	..	1	..	1	184	..	184
(8*a* & *b*)	4. Other derailments . . .	..	..	21	..	..	..	..	..	138
	5. Accidents due to failures of engines or rolling stock.									
(9*a*&c to *h*)	(*a*) Faulty design or material .	..	..	1	..	..	10	..	..	15
9*b*(1&2)	(*b*) Faulty workmanship or operation by running staff.	..	..	..	..	..	..	..	..	6
	6. Accidents due to failure of permanent-way.									
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	..	1	..	4	..	..	..
(10*c* & *d*)	(*b*) Flooding of P. way, slips in cuttings or embankments.	..	..	..	..	..	1	34	..	56
(11)	7. Fires.									
	(*a*) In trains	..	..	..	..	..	..	..	..	..
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	1	..	..	..	..	..	..
(12)	8. Other accidents.									
(*c*)	(*i*) Train wrecking . . .	..	..	..	..	..	..	..	..	..
(*d*)	(*ii*) Attempted train wrecking .	..	..	2	..	..	1	..	..	..
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	36	..	..	26	..		4
(*e*)	(*iv*) Trains running into road traffic at level crossings.	..	..	..	..	..	2	..	..	1
(*a.f.&g.*)	(*v*) Miscellaneous . .	..	..	4	..	..	2	..	..	5
	Total .	..	..	65	2	..	47	218	..	411

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1943-44 on all railways open for traffic, distinguishing between servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DIBRU SADIYA			GAEKWAR'S BARODA STATE			GONDAL			JAIPUR STATE			JAMNAGAR DWARKA			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Class of accidents.
188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203
..	..	1	1	..	1	..	..	..	..	..	..	..	..	..	1.
..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	2.
..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	3.
..	..	..	..	..	25	..	..	13	..	..	9	2	..	33	4.
..	..	4	..	..	..	..	..	3	..	..	1	..	..	..	5. (*a*)
..	..	1	..	..	19	..	..	5	..	..	2	..	..	4	(*b*)
..	..	..	..	..	4	..	..	1	..	..	..	..	..	..	6. (*a*)
..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	7	..	..	4	..	..	..	..	..	..	7.
															(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	8.
															(*i*)
..	..	..	..	..	2	..	..	1	..	..	..	..	..	..	(*ii*)
..	..	2	..	..	13	..	..	11	..	..	38	..	..	19	(*iii*)
..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	(*iv*)
..	..	..	..	..	21	..	..	1	..	..	6	..	..	..	(*v*)
..	..	8	1	..	96	..	..	45	..	..	62	2	..	56	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS II

Reference to Class of accidents appearing in the 1940-41 Report.	Class of accident.	JUNAGAD STATE.			MORVI.			SHAHDARA (DELHI) SAHARANPUR LIGHT.			Class of accidents.
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	
	204	205	206	207	208	209	210	211	212	213	214
(1-3)	1. Collisions in which passenger trains were concerned.	..	..	..	..	..	..	..	..	..	1.
(4-6)	2. Other Collisions	..	..	1	..	..	1	..	..	1	2
(7*a* & *b*)	3. Derailments of passenger trains .	..	..	1	..	..	1	..	..	..	3.
(8*a* & *b*)	4. Other derailments	..	..	1	..	..	13	..	..	23	4.
	5. Accidents due to failures of engines or rolling stock—										
(9a&c to h)	(a) Faulty design or material .	..	..	41	..	..	7	..	..	10	5. (*a*)
9*b*(1&2)	(*b*) Faulty workmanship or operation by running staff.	..	..	..	..	..	2	..	..	..	(*b*)
	6. Accidents due to failure of permanent-way—										6.
(10*a* & *b*)	(*a*) Failure of rails, bridges, culverts, tunnels, etc.	..	..	..	..	..	..	..	..	..	(*a*)
(10c & *d*)	(*b*) Flooding of P. way, slips in cuttings or embankments.	1	..	1	..	..	..	..	..	..	(*b*)
(11)	7. Fires.—										7.
	(*a*) In trains	..	..	1	..	..	1	..	..	..	(*a*)
	(*b*) At stations or involving injury to bridges or viaducts.	..	..	1	..	..	2	..	..	..	(*b*)
(12)	8. Other accidents.—										8.
(*c*)	(*i*) Train wrecking . . .	..	..	..	..	..	..	..	..	..	(*i*)
(*d*)	(*ii*) Attempted train wrecking .	..	..	..	..	..	..	..	..	..	(*ii*)
(*b*)	(*iii*) Trains running over cattle on the line.	..	..	24	..	..	11	..	..	2	(*iii*)
(*e*)	(*iv*) Trains running into road traffic at level crossings.	..	..	..	..	..	..	..	..	..	(*iv*)
(*a*, *f* & *g*)	(*v*) Miscellaneous . . .	..	..	1	..	..	..	..	..	2	(*v*)
	Total .	1	..	72	..	..	38	..	..	38	Total.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1943-44 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*								CLASS III RAILWAYS.								
TOTAL.								TOTAL.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 215	Accidents enquired into by the Govt. Inspectors. 216	Total. 217	Nature of Injury. 218	Passengers. 219	Railway Servants. 220	Other Persons. 221	Total (Cols. 219, 220 and 221). 222	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 223	Accidents enquired into by the Govt. Inspectors. 224	Total. 225	Natures of Injury. 226	Passengers. 227	Railway Servants. 228	Other Persons. 229	Total (Cols. 227, 228 and 229). 230	Class of accidents. 231
1	..	2	Killed	..	..	..	..	2	..	3	Killed	..	..	..	..	1.
			Injured	1	..	..	1				Injured	..	..	..	..	
..	..	7	Killed	..	..	..	..	..	..	4	Killed	..	..	..	..	
			Injured	..	..	1	1				Injured	..	..	..	..	2.
185	..	192	Killed	..	..	..	..	9	..	21	Killed	..	..	..	..	
			Injured	1	1	..	2				Injured	..	..	..	..	
2	..	276	Killed	..	1	..	1	3	..	60	Killed	..	..	..	..	3.
			Injured	..	7	..	7				Injured	..	..	..	..	4.
..	..	92	Killed	..	..	..	..	5	..	28	Killed	..	..	..	..	
			Injured	..	..	..	..				Injured	..	..	..	..	5. (*a*)
..	..	39	Killed	..	..	..	..	..	..	62	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	9	Killed	..	..	..	..	..	..	1	Killed	..	..	..	..	6.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
35	..	62	Killed	..	..	..	..	..	..	2	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	13	Killed	..	..	..	..	..	..	2	Killed	..	..	..	..	7.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
..	..	4	Killed	..	..	..	..	..	..	1	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	1	..	4	Killed	..	..	..	..	8.
			Injured	..	..	..	..				Injured	..	..	..	..	(*i*)
..	..	6	Killed	..	..	..	..	1	..	2	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	186	Killed	..	..	..	..	..	..	46	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	8	Killed	..	..	..	..	1	..	30	Killed	..	..	..	..	(*iv*)
			Injured	..	..	1	1				Injured	..	..	..	..	
..	..	42	Killed	..	..	..	..	1	..	51	Killed	..	..	..	..	(*v*)
			Injured	..	1	..	1				Injured	..	..	..	..	
224	..	938	Killed	..	1	..	1	23	..	317	Killed	..	..	..	..	Total
			Injured	2	9	2	13				Injured	..	..	..	..	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

Reference to classes of accident appearing in the 1940-41 Report.	Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Accidents enquired into by the Govt. Inspectors.		Total.		Nature of Injury.	Passengers.	
		1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.		*1942-43*	1943-44.
232	233	234	235	236	237	238	239	240	241	242
(1-3)	1. Collisions in which passenger trains were concerned.	28	30	*5*	7	58	59	Killed	*16*	89
								Injured	192	290
(4-6)	2. Other Collisions	*11*	11	..	1	*313*	364	Killed	*4*	..
								Injured	*1*	..
(7a & b)	3. Derailments of passenger trains	*238*	271	..	3	*309*	343	Killed	..	68
								Injured	*31*	184
(8a & b)	4. Other derailments	*20*	31	*1*	1	*7,447*	7,911	Killed	..	..
								Injured	..	2
	5. Accidents due to failures of engines or rolling stock.									
(9a&c to h)	(a) Faulty design or material	*93*	109	*2*	..	*4,668*	4,199	Killed	*6*	..
								Injured	*4*	2
(9b1&2)	(b) Faulty workmanship or operation by running staff.	..	..	..	..	*2,348*	3,399	Killed	..	..
								Injured	..	..
	6. Accidents due to failure of permanent-way.									
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	*14*	12	..	..	*188*	174	Killed	..	..
								Injured	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings embankments.	*177*	130	..	..	*302*	289	Killed	..	..
								Injured	..	..
(11)	7. Fires.									
	(a) In trains	*55*	17	..	2	*361*	297	Killed	..	13
								Injured	*10*	15
	(b) At stations or involving injury to bridges or viaducts.	*75*	4	..	..	*193*	76	Killed	..	..
								Injured	..	..
(12)	8. Other accidents.									
(c)	(i) Train wrecking	*64*	3	*7*	..	*86*	7	Killed	*43*	..
								Injured	*196*	..
(d)	(ii) Attempted train wrecking	*352*	66	*1*	..	*535*	83	Killed	*4*	..
								Injured	*4*	..
(b)	(iii) Trains running over cattle on the line.	..	..	..	..	*5,160*	4,730	Killed	..	..
								Injured	..	..
(e)	(iv) Trains running into road traffic at level crossings.	*52*	51	*1*	..	*129*	130	Killed	..	..
								Injured	*8*	..
(a, f & g)	(v) Miscellaneous	*182*	72	..	..	*657*	544	Killed	..	..
								Injured	*4*	..
	Total	*1,361*	807	*17*	14	*22,654*	22,605	Killed	*73*	170
								Injured	*450*	493

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1942-43 and 1943-44 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway Servants.		Other Persons.		Total. (Cols. 241, 243 and 245.)	Total. (Cols. 242, 244 and 246.)	Class of accident.
1942-43.	1943-44.	*1942-43.*	1943-44.	*1942-43.*	1943-44.	
243	244	245	246	247	248	249
6	15	..	..	*22*	104	1.
83	38	*2*	6	*277*	334	
7	6	*4*	..	*15*	6	2.
67	69	..	*2*	*68*	71	
2	4	*1*	..	*3*	72	3.
9	14	..	..	*40*	198	
..	2	..	..	..	*2*	4.
22	16	*1*	2	*23*	20	
..	..	..	..	*6*	..	5.
12	9	*1*		*17*	11	(*a*)
..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	
..	..	..	..	..	..	6.
..	..	..	..	..	..	(*a*)
..	3	..	..	..	*3*	(*b*)
..	..	..	..	..	..	
1	..	*1*	..	*2*	13	7.
4	1	..	..	*14*	16	(*a*)
..	..	..	..	..	..	(*b*)
2	..	*2*	..	*4*	..	
12	1	..	..	*55*	1	8.
70	4	..	2	*266*	6	(*i*)
1	..	..	..	*5*	..	(*ii*)
..	..	..	..	*4*	..	
..	..	*13*	..	*13*	..	(*iii*)
..	..	*14*	..	*14*	..	
..	1	*18*	30	*18*	31	(*iv*)
..	2	*47*	118	*55*	120	
13	1	*2*	2	*15*	3	(*v*)
18	10	*9*	2	*31*	12	
42	33	*39*	32	*154*	235	Total.
287	163	*76*	132	*813*	788	

Number of persons killed or injured during the year 1943-44 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 251, 253 and 255)	Injured. (Cols. 252, 254 and 256)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 259, 261 and 263.)	Injured. (Cols. 260, 262 and 264.)
250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266
1. Ascending or descending steps at stations.	..	..	1	15	..	2	1	17	..	..	..	..	..	..	..	..
2. Being struck by barrows, by falling over packages, etc., on platform.	..	3	..	73	..	8	..	84	..	..	..	..	..	..	..	..
3. Falling off platforms ..	..	..	..	42	..	1	..	43	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	10	1,360	7	57	17	1,417	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	..	2	528	2	18	4	546	..	..	..	..	1	..	1	..
6. Working at cranes or capstans.	..	..	1	123	..	..	1	123	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	5	..	493	1	13	1	511	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	1	..	466	..	2	..	469	..	..	..	4	..	..	..	4
9. Falling off platforms, ladders, scaffolds, etc.	..	5	11	244	6	9	17	258	..	..	..	1	..	..	..	1
10. Stumbling whilst walking on the line or platforms.	..	12	2	421	3	9	5	442	..	..	..	4	..	..	..	4
11. Attending to stationary engines in sheds.	..	..	1	5,070	..	..	1	5,070	..	..	..	7	..	..	..	7
12. Being trampled on or kicked by horses.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	1	1,706	..	4	1	1,710	..	..	..	9	..	..	..	9
14. Miscellaneous	..	7	14	5,268	10	47	24	5,322	..	..	..	12	1	..	1	12
Total ..	..	33	43	15,809	29	170	72	16,012	..	..	..	37	2	..	2	37

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		Class of accident.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 267, 269 and 271.)	Injured. (Cols. 268, 270 and 272.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 275, 277 and 279.)	Injured. (Cols. 276, 278 and 280.)	
267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283
..	..	..	..	..	..	..	..	..	..	1	15	..	2	1	17	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	3	..	73	..	8	..	84	2. Being struck by barrows, by falling over packages etc., on platform.
..	..	..	..	..	..	..	..	..	..	..	42	..	1	..	43	3. Falling off platforms.
..	..	..	..	..	..	..	..	..	..	10	1,360	7	57	17	1,417	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	2	528	3	18	5	546	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	1	123	..	..	1	123	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	5	..	493	1	13	1	511	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	1	..	1	..	2	..	1	..	471	..	3	..	475	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	1	..	..	..	1	..	5	11	246	6	9	17	260	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	12	2	425	3	9	5	446	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	1	5,077	..	..	1	5,077	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	1	1,715	..	4	1	1,719	13. Working on the line or in sidings.
..	..	..	..	..	..	..	..	..	7	14	5,280	11	47	25	5,334	14. Miscellaneous.
..	..	..	2	..	1	..	3	..	33	43	15,848	31	171	74	16,052	Total.

APPEN

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1943-41
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
284	285	286	287	288	289	290	291	292	293	294	295	296
Bengal and Assam	33	58·9	72	57·1	23	41·1	50	39·7	..	..	4	3·18
Bengal-Nagpur . . .	11	61·1	326	90·1	7	38·9	28	7·73	..	..	8	2·21
Bikaner State . . .	..	..	3	100·0	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	30	90·9	299	98·4	3	9·10	5	1·64	..	..	..	..
East Indian	74	97·4	540	86·4	1	1·32	60	9·60	1	1·32	25	4·00
Great Indian Peninsula . .	46	100·0	3,098	100·0	..	..	..	..	..	..	..	..
Jodhpur	..	..	10	100·0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	11	91·7	282	85·2	1	8·30	49	14·8	..	..	..	..
Mysore State . . .	..	..	5	71·4	1	100·0	1	14·3	..	..	1	14·3
Nizam's State . . .	5	100·0	50	100·0	..	..	..	..	..	..	..	..
North Western . . .	36	100·0	1,078	99·9	..	..	..	..	..	..	1	0·09
Oudh and Tirhut . . .	1	50·0	4	30·8	1	50·0	5	38·4	..	..	4	30·8
South Indian . . .	1	100·0	220	100·0	..	..	..	..	..	..	..	..
Total . . .	248	86·7	5,987	96·1	37	12·9	198	3·18	1	0·35	43	0·69

DIX D (*v*).

caused by the movement of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 285, 289, 293, 297 & 301).	Injured. (Cols. 287, 291, 295, 299 & 303).	
297	298	299	300	301	302	303	304	305	306	307
..	..	..	..	..	..	..	..	56	126	Bengal and Assam.
..	..	..	..	..	..	..	..	18	362	Bengal-Nagpur.
..	..	..	..	..	..	..	..	..	3	Bikaner State.
..	..	..	..	..	..	..	..	33	304	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	76	625	East Indian.
..	..	..	..	..	..	..	..	46	3,098	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	10	Jodhpur.
..	..	..	..	..	..	..	..	12	331	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	1	7	Mysore State.
..	..	..	..	..	..	..	..	5	50	Nizam's State.
..	..	..	..	..	..	..	..	36	1,079	North Western.
..	..	..	..	..	..	..	..	2	13	Oudh and Tirhut.
..	..	..	..	..	..	..	..	1	220	South Indian.
..	..	..	..	..	..	..	..	286	6,228	Total.

Number of accidents which occurred during the year 1943-44 in Railway Workshops

CLASS I

Number of accidents and number of persons killed or injured.	Particulars.	Bengal and Assam.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	East Indian.	Great Indian Peninsula.	Jodhpur.
308	309	310	311	312	313	314	315	316
(*a*) Total number of accidents . .	..	578	382	42	2,277	2,349	2,609	27
(*b*) *Affecting Railway Servants.*								
1. Railway workshops . . .	Killed . . .	..	3	..	4	4	..	..
	Injured . .	540	359	42	1,942	2,345	2,609	27
2. New works, not opened for traffic .	Killed . . .	..	..	..	..	..	..	..
	Injured . .	..	..	..	..	..	..	..
3. Lines under construction . .	Killed . . .	..	..	..	1	..	..	..
	Injured . .	8	..	..	330	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods	Killed . . .	..	..	..	..	..	..	..
	Injured . .	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed . . .	..	1	..	..	..	..	..
	Injured — .	..	11	..	..	..	..	..
Total (*b*) . .	Killed . . .	..	4	..	5	4	..	..
	Injured . .	548	370	42	2,272	2,345	2,609	27
(*c*) *Affecting other persons.*								
1. Railway workshops . . .	Killed . . .	..	1	..	..	..	..	..
	Injured . .	2	3	..	..	..	..	..
2. New works, not opened for traffic .	Killed . . .	..	..	..	..	..	..	..
	Injured . .	..	..	..	..	..	..	..
3. Lines under construction . .	Killed . . .	1	..	..	..	..	..	..
	Injured . .	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed . . .	..	..	..	..	..	..	..
	Injured . .	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed . . .	..	..	..	..	..	..	..
	Injured . .	..	..	..	..	..	..	..
Total (*c*) . .	Killed . . .	1	1	..	..	..	..	..
	Injured . .	2	3	..	..	..	..	..
GRAND TOTAL (*d*)=(*b*+*c*) . .	Killed . . .	1	5	..	5	4	..	..
	Injured . .	550	373	42	2,272	2,345	2,609	27

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured

RAILWAYS.							Total Class II Railways.	Total Class III Railways.	Total all Railways (columns 323, 324 & 325).	No. of accidents and No. of persons killed or injured.	
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Oudh and Tirhut.	South Indian.	Total Class I Railways.					
317	318	319	320	321	322	323	324	325	326	327	
1,204	55	359	1,659	..	809	12,350	23	..	12,373	(*a*)Total number of accidents	
										(*b*) *Affecting Railway Servants.*	
..	..	..	1	..	..	12	..	..	12	Killed	1
12,04	55	359	1,658	..	801	11,941	18	..	11,959	Injured	
..	..	..	..	..	..	..	1	..	1	Killed	2
..	..	..	..	..	..	..	4	..	4	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	3
..	..	..	..	..	..	338	..	..	338	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	1	12	..	..	12	Injured	
..	..	..	1	..	..	14	1	..	15	Killed	Total (*b*).
1,204	55	359	1,658	..	802	12,291	22	..	12,313	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	1	..	..	1	Killed	1
..	..	..	..	..	9	14	..	..	14	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured.	
..	..	..	..	..	..	1	..	..	1	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killd	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	2	..	..	2	Killed	Total (*c*)
..	..	..	..	..	9	14	..	..	14	Injuries	
..	..	..	1	..	..	16	1	..	17	Killed	Grand Total (*d*)
1,204	55	359	1,658	..	611	12,305	22	..	12,327	Injured	

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger Service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks.		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Bengal and Assam	5′ 6″	293	100·0	1,144	99·7	0·30	9,192	65·1	34·9
	3′ 3¼″	416	97·6	2,092	91·3	5·50	10,286	67·4	1·80
	2′ 6″	(b) 9	*Nil*	55	*Nil*	*Nil*	27	*Nil*	*Nil*
Bengal-Nagpur	5′ 6″	655	100·0	1,169	96·0	2·57	24,125	82·9	17·1
	2′ 6″	109	92·7	395	92·2	0·25	1,933	88·5	0·10
Bikaner State	3′ 3¼″	55	63·6	187	36·8	33·1	1,261	0·55	0·23
Bombay, Baroda and Central India	5′ 6″	*358	100·0	‡1,022	100·0	*Nil*	10,545	95·5	2·40
	3′ 3¼″	δ354	100·0	§1,427	97·8	1·40	8,501	42·1	25·1
	2′ 6″	20	*Nil*	58	*Nil*	*Nil*	259	*Nil*	*Nil*
East Indian	5′ 6″	1,606	99·4	3,463	96·6	1·93	52,362	79·7	19·4
Great Indian Peninsula	5′ 6″	¶660	100·0	1,940	100·0	*Nil*	18,669	92·4	7·55
	2′ 6″	18	*Nil*	49	*Nil*	*Nil*	211	*Nil*	*Nil*
Jodhpur	3′ 3¼″	94	84·0	381	91·3	7·35	2,471	18·4	7·49
Madras and Southern Mahratta	5′ 6″	302	99·3	843	98·2	2·25	6,526	90·5	10·8
	3′ 3¼″	288	72·9	880	95·1	3·41	6,044	2·81	37·7
Mysore	3′ 3¼″	86	90·7	325	100·0	*Nil*	1,496	54·2	16·2
	2′ 6″	12	91·6	30	10·0	*Nil*	88	3·40	96·6
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	51	*Nil*	*Nil*
Nizam's State	5′ 6″	85	100·0	198	99·5	0·51	2,430	80·9	16·9
	3′ 3¼″	75	86·7	‖181	99·5	0·55	1,303	27·8	1·77
North Western	5′ 6″	1,175	99·3	3,578	100·0	*Nil*	29,998	94·3	5·70
	2′ 6″	99	*Nil*	361	92·2	*Nil*	889	78·4	0·79
Oudh and Tirhut	3′ 3¼″	454	71·4	1,892	64·2	13·3	13,741	0·22	3·85
South Indian	5′ 6″	153	100·0	465	97·6	2·37	2,581	80·7	18·5
	3′ 3¼″	335	100·0	1,294	96·0	3·32	5,249	5·32	4·65
Total		7,717	94·1	23,434	93·2	2·92	210,238	70·5	13·5
CLASS II RAILWAYS									
Barsi Light	2′ 6″	25	96·0	121	100·0	*Nil*	288	43·4	56·6
Bhavnagar State	3′ 3¼″	39	76·9	208	91·8	6·73	1,090	0·28	1·10
Darjeeling Himalayan	2′ 0″	39	5·10	135	*Nil*	*Nil*	592	*Nil*	*Nil*
Dibru Sadiya	3′ 3¼″	32	81.2	64	87.5	12·5	1,242	29·5	65·5
Gaekwar's Baroda State	3′ 3¼″	24	95·8	169	100·0	*Nil*	313	20·8	4·15
	2′ 6″	44	*Nil*	315	*Nil*	*Nil*	1,233	*Nil*	*Nil*
Gondal	3′ 3¼″	28	100·0	144	95·2	4·83	661	0·15	3·02
Jaipur State	3′ 3¼″	18	100·0	128	100·0	*Nil*	407	61·7	*Nil*
Jamnagar and Dwarka	3′ 3¼″	16	75·0	78	70·5	20·5	660	97·1	*Nil*
Junagad State	3′ 3¼″	18	100·0	166	100·0	*Nil*	317	0·32	4·42
Morvi	3′ 3¼″	22	90·9	135	97·7	2·30	403	3·40	4·00
Shahdara (Delhi)-Saharanpur	2′ 6″	11	*Nil*	44	18·2	*Nil*	288	100·0	*Nil*
Total		316	63·6	1,707	68.1	2.81	7,494	23·4	14.0
GRAND TOTAL (CLASS I & II RAILWAYS)		8,033	92·9	25,141	91·5	2·91	217,732	68·9	13·5

‡Includes 120 Suburban Carriages (Electric).

§Excludes 3 Sentinel Coaches.

* Includes 2 Electric Battery locomotive.

¶ Excludes 37 Engines taken on loan from other Railways.

‖ Excludes 14 workmen's train carriages which are not intended for public traffic.

(a) Excludes those on loan with B & A Railway & Military Railway Units.

(b) Khulna Bagerhat Light Railway engines fitted with steam brakes.

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1944.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third Class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
803	*Nil*	100·0	..	165	263	428	..	69·9	70·7	70·4	Bengal and Assam.
1,609	*Nil*	96·1	29	563	526	1,118	100·0	98·4	100·0	99·2	
55	*Nil*	41·8	..	..	..	..	..	..	..	..	
(c) 949	*Nil*	92·0	52	334	236	622	100·0	97·7	100·0	98·7	Bengal-Nagpur.
(c) 349	*Nil*	89·7	..	189	97	286	..	91·3	96·0	92·9	
152	*Nil*	100·0	6	85	17	108	100·0	100·0	100·0	100·0	Bikaner State.
762	*Nil*	100·0	..	325	153	478	..	89·0	71·8	82·7	Bombay, Baroda and Central India.
1,140	*Nil*	100·0	..	525	272	797	..	91·6	100·0	94·3	
58	*Nil*	53·5	..	23	19	42	..	63·9	100·0	76·4	
(b) 2,975	*Nil*	76·2	123	1,078	(d) 787	1,988	100·0	96·2	97·4	96·9	East Indian.
(a) 1,243	*Nil*	100·0	1	391	321	713	100·0	79·3	75·5	77·6	Great Indian Peninsula.
47	*Nil*	100·0	..	24	18	42	..	92·3	100·0	95·5	
339	*Nil*	98·8	13	93	126	232	100·0	100·0	100·0	100·0	Jodhpur.
(f) 609	*Nil*	96·6	..	195	284	479	..	91·1	98·3	95·2	Madras and Southern Mahratta.
(f) 743	*Nil*	96·9	..	245	365	610	..	100·0	99·2	99·5	
246	*Nil*	100.0	..	114	16	130	..	100·0	100·0	100·0	Mysore.
27	*Nil*	100·0	..	14	..	14	..	100·0	..	100·0	
5	*Nil*	*Nil*	..	..	..	..	..	*Nil*	..	*Nil*	
149	12·8	87·2	..	58	41	99	..	100·0	100·0	100·0	Nizam's State.
135	20·7	79·3	..	65	34	99	..	98·5	89·5	95·2	
2,728	*Nil*	100·0	25	¶916	831	1,772	100·0	100·0	100.0	100·0	North Western.
301	*Nil*	91·7	8	169	45	222	100·0	100·0	100·0	100·0	
1,391	*Nil*	100·0	83	892	171	1,146	100·0	96·2	89·1	95·3	Oudh and Tirhut.
357	*Nil*	92·7	..	124	105	229	..	100·0	100·0	100·0	South Indian.
†1,177	*Nil*	93·8	..	478	297	775	..	95·8	77·3	87·8	
18,349	0·26	93·6	340	7,065	5,024	12,429	100·0	93·8	92·1	93·3	Total.
											CLASS II RAILWAYS.
110	*Nil*	100·0	..	44	13	57	..	100·0	68·4	90·5	Barsi Light.
143	*Nil*	100·0	..	81	14	95	..	100·0	109·0	100·0	Bhavnagar State.
114	5·20	83·3	..	..	..	..	..	..	..	..	Darjeeling Himalayan.
49	Nil	97·9	..	32	11	43	..	100·0	100·0	100.0	Dibru Sadiya.
166	*Nil*	100·0	..	94	58	152	..	100·0	100·0	100·0	Gaekwar's Baroda State.
312	*Nil*	85·3	..	178	108	286	..	97·8	100·0	98·6	
114	*Nil*	100·0	..	62	16	78	..	100·0	100·0	100·0	Gondal.
122	*Nil*	100·0	..	88	6	94	..	100·0	100·0	100·0	Jaipur State.
60	*Nil*	100·0	..	33	..	33	..	84·6	..	84·6	Jamnagar and Dwarka.
148	*Nil*	100·0	..	66	43	109	..	100·0	87·8	94·8	Junagad State.
104	*Nil*	100·0	..	46	22	68	..	100·0	88·0	95·8	Morvi.
48	*Nil*	100·0	3	10	15	28	100·0	43·5	100·0	68·3	Shahdara (Delhi) Saharanpur.
1,490	0·40	95·6	3	734	306	1,043	100·0	85·3	90·5	86·8	Total.
19,839	0·27	93·8	343	7,799	5,330	13,472	100·0	92·9	92·0	92·7	GRAND TOTAL (CLASS I & II RAILWAYS.)

(a) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 119 reserved cars and 70 non-passenger carrying vehicles.

(b) Includes 3 steam coaches but excludes 106 workmen's carriages.

(c) Difference with the total of figures shown in statement No. 10-B against B. N. Railway represents exclusion of 17 workmen's carriage, and inclusion of 2 rail cars on the B. G. and inclusion of 3 rail cars on the narrow gauge.

† Includes 48 trailer coaches (Electric).

(d) Includes 10 composite III and curd Vans.

¶ Includes 14 prison Vans.

(f) Difference with the total figures in columns nos 46 & 62 of statement 10- B., are due to the exclusion of 26 non-passenger carrying vehicles, 12 workmens carriages, 3 dining cars & 5 reserved carriages on the B. G- and 29 non-passenger carrying vehicles & 2 reserved carriages on the M. G.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1943-44.

Railway system.	Grime and Order Contribution to Local Government.	Watch and Ward.				Total Cost.	
		Watchmen.	Contingencies.	Dearness Allowance.	Total cost to the Railway.	Per Route Mile.	Per train Mile.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I.							
Bengal and Assam	4,32,069	5,20,678	31,111	†	9,83,858	284·0	0·05
Bengal-Nagpur	3,39,456	6,96,197	86,829	2,60,481	13,82,963	409·7	0·09
Bikaner State	*Nil*	12,005	553	†	12,558	14·2	0·02
Bombay, Baroda and Central India	5,92,673	7,01,240	21,505	†	13,15,418	386·4	0·08
East Indian	4,27,506	15,37,960	56,339	5,40,466	25,62,271	630·8	0·10
Great Indian Peninsula	10,34,328	5,50,327	43,711	2,55,758	18,84,124	533·7	0·08
Jodhpur	16,810	28,789	12,083	17,644	75,326	66·9	0·04
Madras and Southern Mahratta	4,39,425	3,56,285	8,831	1,07,052	9,11,593	309·9	0·07
Mysore State	12,397	52,146	*Nil*	†	64,543	87·4	0·03
Nizam's State	2,45,140	*	36,985	†	2,82,125	207·4	0·07
North Western	11,79,225	11,18,136	62,527	3,06,959	26,66,847	386·8	0·12
Oudh and Tirhut	1,63,318	1,61,604	3,111	†	3,28,033	122·2	0·04
South Indian	3,39,928	1,49,871	3,449	85,220	5,78,468	246·3	0·06
Total	52,22,275	58,85,238	3,67,034	15,73,580	1,30,48,127	354·6	0·08
Class II.							
Barsi Light	4,402	6,759	325	2,853	14,339	70·8	0·03
Bhavnagar State	15,477	12,958	42	4,319	32,796	106·8	0·05
Darjeeling Himalayan	2,422	*Nil*	*Nil*	†	2,422	16·5	0·00
Dibru Sadiya§	*Nil*	5,667	*Nil*	†	5,667	67·5	0·02
Gaekwar's Baroda State	*Nil*	16,539	*Nil*	†	16,539	22·5	0·02
Gondal	15,405	12,411	*Nil*	1,314	29,130	136·5	0·06
Jaipur State	10,625	256	19	92	10,992	43·2	0·03
Jamnagar and Dwarka	2,132	4,020	38	†	6,190	30·6	0·02
Junagad State	6,209	2,569	*Nil*	†	8,778	38·3	0·02
Morvi	(*a*) 9,154	4,786	*Nil*	†	13,940	80·8	0·02
Shahdara (Delhi)-Saharanpur Light	800	13,596	2,662	4,788	21,846	236·2	99.3
Total	66,626	79,561	3,086	13,366	1,62,639	61·3	0·03
Class III Total	9,612	14,421	113	3,648	27,794	26·2	0·01
Grand Total	52,98,513	59,79,220	3,70,233	15,90,594	1,32,38,560	326·8	0·08

(*a*) Includes Rs. 1,481 payable by Dhrangadra State direct to the Government from 1-4-43 to 31.3.44 during which it has been worked by the Morvi Railway.

* Included in column 2.

Note.—Cost of additional police employed for protection of railway property during war emergency included under Col. 2 above.

Railway.	Rs.	Railway.	Rs.
B. & A.	1,56,109	N. W.	5,45,968
B. N.	1,51,669	N. S.	12,675
B., B. & C. I.	2,42,049	S. I.	94,451
M. & S. M.	1,59,859		

§ As the railway did not supply the information, the figures as in 1942-43 have been adopted.

† Figures are not available.

APPENDIX G.

Errata showing in PART I.—Corrections in comparative statements (*i.e.* statements in which two or more years' figures are published), and in

PART II.—Corrections in statements in which only one year's figures are published, and Corrections relating to earlier years.

PART I.

Please see corrected figures referred to as "revised figures" in footnotes on pages 7, 8, 13, 14, 15, 43, 44, 47, 50, 60, 93, 95, 96, 98, 111, 116, 119, 130, 132, 134, 135, 136, 138, 141,142, 158, 174,176, 217, 223, 231, 232, 234, 236, 244, 246, 248, 250, 252, 255, 259, 260, 261, 263, 265 and 267.

PART II.

Reference to Vol. II.	Particulars.	Year to which corrections pertains.	Number of— Page(s).	Number of— Summary Statement Appendix.	Column No.	Particulars. Figures as shown.	Particulars. Figures as should be.
1942-43	B. B. & C. I.	1942-43	302	Appendix F	2	5,90,800	5,93,101
					3	8,12,303	8,17,197
					4	30,769	30,797
					5	14,33,872	14,41,095
					6	425·5	427·59
					7	0·09	0·00
1942-43	Mysore State	1942-43	300	Appendix E	5	MG.. 326	318
			300	Do.	6	M.G. 94·1	9·34
			300	Do.	8—	M.G. 1,470	1,472
						N.G. 83	88
			301	Do.	11	M.G. 251	244
			301	Do.	15	M.G. 193	120
						N.G. 22	14
						N.G. 3	
			301	Do.	16	M.G. 30	8
			301	Do.	17	MG.. 223	128
						N.G. 22	14
						N.G. 3	
1942-43	B. N.	1942-43	301	Do.	11	B.G. 982	998
1942-43	Peplod Devgad Baria (B.,B. & C. I.).	1942-43	36	Statement 2 (*b*)	4 & 7	3	*Nil*
			37	Do.	9	356	353
			37	Do.	12	982	979
1942-43	R. & K. (O. & T.)	1942-43	184	Statement 30	64	0·85	0·84
			185	Do.	74	3·31	3·25
			186	Do.	79	0·33	0·32
			186	Do.	84	3·64	3·57
			187	Do.	89	1·60	1·57
			187	Do.	94	5·54	5·43
			188	Do.	99	1·22	1·20
			188	Do.	104	8·49	8·32
			189	Do.	109	2·17	2·13
			190	Do.	114	15·2	14·86
			191	Do.	126	1·36	1·34
			192	Do.	134	1·40	1·37

APPENDIX G.—*concld.*

Reference to Vol. II.	Particulars.	Year to which corrections pertains	Number of—		Column No.	Particulars.	
			Page(s).	Summary / Statement / Appendix.		Figures as shown.	Figures as should be.
1942-43	R. & K. (O. & T.)—*concld.*	1942-43	193	Statement 30	142	2·82	2·76
			194	Do.	146	0·52	0·51
			195	Do.	150	1·92	1·89
			195	Do.	154	5·54	5·43
			196	Do.	157	0·82	0·81
			196	Do.	163	4·48	4·40
			197	Do.	166	0·83	0·81
			198	Do.	175	0·13	0·12
			198	Do.	178	0·40	0·39
			199	Do.	184	5·98	5·86
			199	Do.	187	6·95	6·82
			200	Do.	190	0·60	0·59
			200	Do.	193	0·44	0·43
			200	Do.	196	1·29	1·26
			201	Do.	199	0·23	0·22
			201	Do.	202	0·36	0·35
			201	Do.	205	0·76	0·75
			202	Do.	208	3·95	3·87
			202	Do.	214	4·02	3·94
			203	Do.	217	2·62	2·56
			203	Do.	223	2·62	2·56
			204	Do.	227	0·44	0·43
			209	Do.	271	0·25	0·24
			210	Do.	275	0·25	0·24
			213	Do.	299	0·56	0·55
			214	Do.	307	0·63	0·62
			215	Do.	315	1·32	1·29

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